

# CALIFORNIA HIGH-SPEED TRAIN

Project Environmental Impact Report /  
Environmental Impact Statement

## DRAFT Scoping Report for the Anaheim to Los Angeles High-Speed Train Project EIR/EIS

Revised September 2009

Prepared for:

**California High-Speed  
Rail Authority**



**U.S. Department of Transportation  
Federal Railroad Administration**



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**Revised September 2009**

*Prepared for:*

California High-Speed Rail Authority  
and  
U.S. Department of Transportation  
Federal Railroad Administration

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## Summary

In 2005, the California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) completed a Statewide Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) as the first phase of a tiered environmental review process for the proposed California High-Speed Train (HST) system. As part of the HST Alternative selected for further analysis, the Authority and FRA defined a corridor between Los Angeles and Orange County generally bounded by (and including) Interstate 5 to the west (traveling north, up until the City of Bell), and following the existing Burlington Northern Santa Fe (BNSF) Metrolink Corridor (also known as the Los Angeles to San Diego Passenger Rail [LOSSAN] Corridor) (see Figure 1).<sup>1</sup> The Anaheim to Los Angeles (A-LA) HST Project EIR/EIS will describe site-specific alignment alternatives and station locations within this corridor.

The Authority encourages broad participation during EIR/EIS scoping and reviews of the draft environmental documents. Comments and suggestions are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action are addressed, including consideration of all reasonable alternatives. In particular, the Authority is interested in determining where there are areas of environmental sensitivity and where there could be a potential for significant impacts from the HST project.

Pre-scoping public outreach activities were initiated in January 2007, including the formulation and implementation of a communications plan, development of project information, implementation of a project hotline and newsletter network, early engagement with key stakeholders, and media communications. On March 12, 2007, a California State Notice of Preparation (NOP) of a Project EIR/EIS was distributed to the State Clearinghouse; elected officials; local, regional, and state agencies; and the interested public. A Notice of Intent (NOI) was published in the Federal Register on March 15, 2007.

In response to the NOP/NOI, public agencies with legal jurisdiction were requested to advise the Authority and the FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings were scheduled as an important component of the scoping process for both the State and federal environmental reviews pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

During the scoping period, three public scoping meetings were held between April 5 and April 12, 2007, with a total of 100 people attending the three meetings. In addition, a number of public stakeholder briefings and project information meetings were held. As a result, the Authority and FRA received a total of 64 comments on the proposed project. Major issues identified as a result of the project's scoping process are listed below.

<sup>1</sup> Highway route numbers are provided as a general reference for the reader, and not as an indication of the limits of the corridor or study area.

**Figure 1**  
Route and Station Locations Within the Anaheim to Los Angeles HST Section



Phase 1 of the proposed Project extends between Los Angeles Union Station (LAUS) and the Anaheim Regional Transportation Intermodal Center (ARTIC). It is the segment being evaluated in the Project EIR/EIS, and is shown as a solid blue line in Figure 1.

Phase 2 extends between the ARTIC and the Irvine Station, and will be evaluated in a future environmental document. Phase 2 is shown as a dashed blue line in Figure 1.



## Major Issues

Based on public scoping and the receipt of public and agency comments, six major issues, or topics, were identified for consideration in framing the environmental analysis of the proposed Project. These issues are summarized below.

### **Topic 1: Protection of the Environment**

Major Issues Raised: Traffic congestion, land use, noise levels, air pollution, biological resources, safety and security, construction methods, energy requirements, and impacts to Los Angeles River.

### **Topic 2: Alignment and Station Alternatives**

Major Issues Raised: Parking at stations, expansion of nearby facilities, grade crossings under construction, evaluation of maintenance facilities, platform length, and the curvature of the alignment.

### **Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities**

Major Issues Raised: Shared station access with existing rail stations, coordination with owners of rights-of-way (ROW), designing additional tracks to accommodate present and future rail operations, Metrolink's planned ridership service expansion, concern with taking ridership from Metrolink, other projects currently under construction/consideration, and preservation of Metro's civic improvements.

### **Topic 4: Alternative Technologies**

Major Issues Raised: Magnetic levitation,<sup>2</sup> alternative energy sources.

### **Topic 5: Project Funding/Cost**

Major Issues Raised: Address construction requirements, construction costs, and increased operating costs; compare revenue estimates to existing high-speed trains (e.g., Germany, France, Japan); and discuss funding for grade separations (not secured by the Authority).

### **Topic 6: Issues Outside the Scope of A-LA Study Area**

Major Issues Raised: Concerns with an alignment traveling through Taylor Yard, the Central Valley, and the Cities of Irvine, Tustin, and Orange.

<sup>2</sup> Note that use of magnetic levitation technology was previously evaluated in the Statewide Program EIR/EIS (see Section 2.2 of that document). Since the project document will tier off of the programmatic document, magnetic levitation will not be reconsidered in the A-LA HST Project EIR/EIS. It is mentioned in this scoping report only because this report accurately reflects all the issues raised during scoping.

## 1.0 Introduction

This report provides an overview of the written and verbal comments received during the scoping process for the Project EIR/EIS for the section of the California High-Speed Train (HST) system between Anaheim and Los Angeles, or the A-LA section. The purpose of this report is to summarize agency and public comments, issues, and concerns raised during the scoping process. The report will be used to help the Authority and the FRA determine the appropriate scope for the EIR/EIS.

### 1.1 Description of Project

The Program EIR/EIS defined a corridor between Los Angeles and Orange County generally bounded by (and including) Interstate 5 to the west (traveling north to the City of Bell), and following the existing BNSF/Metrolink Corridor (also known as the LOSSAN Corridor).<sup>3</sup> The A-LA HST Project EIR/EIS will describe environmental impacts associated with alternative alignments and stations within this corridor as part of the next phase of the environmental review process.

This and other Project EIR/EISs will address sections of the statewide HST system, describe potential site-specific environmental impacts, identify specific mitigation measures to address those impacts, and describe potential design practices to avoid and minimize potential adverse environmental impacts.

### 1.2 Anaheim to Los Angeles Section Alternatives

As described in the NOI/NOP, the A-LA HST Project EIR/EIS will consider a No Action or No Project Alternative and a Dedicated HST Alternative for the A-LA corridor. These alternatives are briefly described below.

**No Project Alternative:** The No Project (No Action or No Build) Alternative is the baseline for assessment of the HST alternatives. The No Project Alternative represents the region's transportation system (highway, air, and conventional rail) as it existed in 2007, and as it would exist after completion of transportation programs or projects currently planned for funding and implementation by 2035. The No Project Alternative defines the existing and future intercity transportation system for the A-LA corridor based on programmed and funded improvements to the intercity transportation system through 2035, according to the following sources of information: the State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, and intercity passenger rail plans.

**Dedicated HST Alternatives:** The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HST system capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour, or kph) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The A-LA corridor selected by the Authority and FRA in late 2005 follows the existing LOSSAN Corridor from Los Angeles Union Station (LAUS) as far south as Irvine, and is proposed for speeds of up to 125 miles per hour, or mph (200 kph). However, the A-LA HST Project EIR/EIS will consider HST service only as far south as Anaheim. HST service between Anaheim and Irvine may be considered separately in the future.

Further engineering studies will develop HST alternatives by refining alternative alignments in the corridor, including the previously considered alignment alternative that shares tracks with other passenger services separated from freight in the existing right-of-way with four total tracks (two for passenger rail service and two for freight) between Los Angeles and Fullerton. South of Fullerton, the alignment would have two tracks, with additional passing tracks located at intermediate stations. The

<sup>3</sup> Please refer to Figure 1. Highway route numbers are provided as a general reference for the reader, and not as an indication of the limits of the corridor or study area.

electrified HST would share tracks (at reduced speeds) with non-electric Metrolink commuter rail, Amtrak Surfliner intercity services, and occasional freight trains (there are fewer freight operations south of Fullerton). This alignment is based on the assumption that the capacity and compatibility issues associated with the shared operations with existing non-electric service (Surfliners, Metrolink, and freight) will be resolved. Additional alignment alternatives will be considered involving dedicated HST tracks that may be exclusive to HST service, or that may also accommodate Metrolink express services.

Station location options were identified by the Authority and FRA during the Program-Level EIR/EIS process considering travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential, the distribution of population and major destinations along the route, and local planning constraints and conditions. Alternative station sites at the general station locations identified in the Program-Level EIR/EIS will be identified and evaluated in detail in the Project EIR/EIS. Station area development policies to encourage transit-friendly development near, and around, HST stations will be developed in coordination with local and regional planning agencies that would have the potential to promote higher density, mixed-use, pedestrian-oriented development around the stations. Potential station locations to be evaluated in the A-LA HST Project EIR/EIS include: Union Station in the City of Los Angeles, the Norwalk Transportation Center in the City of Norwalk, and the Anaheim Regional Transportation Intermodal Center (ARTIC) in the City of Anaheim. In addition, alternative locations for turnback/layover train storage facilities and a main HST repair and heavy maintenance facility will be evaluated.

### 1.3 SCOPING Process

The process of determining the focus and content of an EIR/EIS is known as scoping. Scoping helps to identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in an EIR/EIS. Scoping is also intended to raise the concerns of the public, affected agencies, and other interested parties. Important environmental issues may be identified through public and agency comments.

Scoping is not conducted to resolve differences concerning the merits of a project or to anticipate the ultimate decision on a proposal. Rather, the purpose of scoping is to help determine the focus and content of an EIR/EIS.

The objectives of the A-LA HST Project EIR/EIS scoping process were to:

- Inform the agencies and interested members of the public about the proposed A-LA HST project, including CEQA and NEPA requirements;
- Identify concerns and issues regarding environmental topics;
- Identify concerns and issues regarding alignments and station locations in the A-LA corridor to be analyzed in the Project EIR/EIS;
- Identify mitigation measures or approaches to avoid and minimize impacts; these measures and approaches may be useful and explored further in the Project EIR/EIS; and
- Develop a mailing list of agencies and individuals interested in future opportunities to review the Project EIR/EIS.

The scoping process and the input gathered during the scoping period are documented in this report.



It is important to note that although scoping is a distinct stage in the Project EIR/EIS process, public involvement activities extend throughout the entire Project EIR/EIS process. These activities allow for interaction and identification of public and agency issues and concerns with the Project EIR/EIS throughout the study process.



Discussion held during the Scoping Meeting in Los Angeles

During the scoping process, agencies and interested members of the public raised questions and concerns related to the A-LA HST project section. Comments received during the scoping process will assist the Authority and FRA in their review and evaluation of alternatives.

## 1.4 Initiation of EIR/EIS Scoping

A California State NOP was distributed to the State Clearinghouse; elected officials; local, regional, and state agencies; and the interested public on March 12, 2007 (see Appendix A). A NOI was published in the Federal Register on March 15, 2007 (Appendix B). The NOP and NOI identified the purpose of the project, the project limits, a description of alternatives to be considered, the need for agency input, potential environmental impacts of the project, points of contact for additional information regarding the project, and the dates and locations of the scoping meetings.

## 1.5 Scoping Activities

The scoping meetings for the A-LA HST Project EIR/EIS were conducted in April 2007. The public workshops and scoping meetings drew over 100 participants. The geographical extent of this section of the proposed HST project led to scoping meetings being held in Los Angeles, Anaheim, and Norwalk.

The scoping process included three formally noticed agency and public scoping meetings (see Table 1). At each location, two sessions were held, the first from 3:00 to 5:00 p.m. and the second from 6:00 to 8:00 p.m. Each session included an open house followed by a presentation.



Discussion held during the Scoping Meeting in Norwalk

**Table 1**  
Scoping Meeting Locations and Times

Date	City	Location/Address	Time of Public Agency & General Public Meetings
4/05/07	Los Angeles	Union Station/METRO, METRO Board Room, One Gateway Plaza, Los Angeles	3:00–5:00 p.m. 6:00–8:00 p.m.
4/11/07	Anaheim	Gordon Hoyt Conference Room, City Hall West, 201 South Anaheim Boulevard, Anaheim	3:00–5:00 p.m. 6:00–8:00 p.m.
4/12/07	Norwalk	Norwalk Transportation Center, Arts & Sports Complex Community Meeting Center (Sproul Room), 13200 Clarkdale Avenue, Norwalk	3:00–5:00 p.m. 6:00–8:00 p.m.

A joint scoping meeting was held in Los Angeles in conjunction with the Los Angeles to Palmdale Corridor HST project section.

Along with the HST scoping presentation shown at the Anaheim scoping meeting, the City of Anaheim held a joint meeting that provided information about the proposed ARTIC. Comment and information tables were set up for both projects concurrently in the same meeting room.

Materials used during the scoping meetings included exhibits and handouts distributed at the meetings and through the Authority's Internet website ([www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)). These materials included the following items:

- Notice of Preparation (NOP) and Notice of Intent (NOI) (see Appendix A of this document)
- Scoping Meeting Announcements (see Appendix B)
- Scoping Meeting Distribution List and Newspaper Notices/Articles (see Appendix C)
- Scoping Meeting Attendance Lists (see Appendix D)
- Scoping Meeting Handout Materials and Presentations (see Appendix E)
- Scoping Comment Cards (see Appendix F)
- Written Public Scoping Comments (see Appendix G)
- Written Agency Scoping Comments/Record of Verbal Comments (see Appendix H)
- Scoping Meeting Photographs (see Appendix I)
- Scoping Meeting Display Boards (see Appendix J)
- A copy of the 2005 Final Program-Level EIR/EIS for the California HST System

At each meeting, attendees were asked to sign in and provide contact information so that updates and future notices could be sent to them. Authority and project consultant staff facilitated the scoping meetings to provide general information and instruction on ways to provide public comment.

Authority staff and Regional Team representatives welcomed the attendees, presented an overview of the project, and responded to individual questions posed by meeting participants. Each meeting began with a 45 minute open house during which Authority staff and consultants were present to answer questions and discuss materials being handed out or shown on display boards around the room. Following the open house, PowerPoint slide presentations were made regarding the HST scoping process. The public was then encouraged to ask for clarification regarding the presentation at an open house immediately following the scoping presentation.

Written and verbal comments from these meetings are included and summarized in this report (see Section 3). Written comments provided via mail and via e-mail are also included. Thirty-four letters and 30 written comment cards were received during the public meetings and throughout the scoping period. Copies of the comment cards and letters are provided in Appendices F and G.

## 2.0 Public and Agency Involvement During Scoping Period

### 2.1 Summary of Scoping activities

Various federal, State and local agencies; elected officials; community, business, and environmental leaders and organizations; and other interested individuals received notification of the public workshops/scoping meetings. Scoping included: implementation of a communication plan, development of themes and messages, implementation of a project hotline and newsletter network, early engagement with key stakeholders, and media communications, as described below.

- Approximately 4,500 bilingual (English/Spanish) notices, which provided meeting information for the three public scoping meetings, the Authority web site address, and project hotline number, were sent via the U.S. Postal Service to elected officials, government agencies, city halls, chambers of commerce, residents, previous meeting attendees, businesses, and community-based organizations on March 20, 2007. In addition, over 1,000 additional meeting notices were sent to cities along the corridor for distribution at their public information counters.
- Notification of the scoping meetings was published in 13 local newspapers in March 2007. These newspapers included the Daily News, The Commerce Comet, Los Angeles Downtown News, Los Angeles Times, Rafu Shimpo, Eastern Group, La Opinión, The Long Beach Press-Telegram, Orange County Register, The Daily Breeze, Whittier Daily News, Orange County Excelsior, and LA Citizen.
- A press release was distributed twice to all local television and radio media, and to 76 local print media. Examples of where the information was published include: *LA Daily News*, *Orange County Register*, *Huntington Beach Community News*, *Whittier Daily News*, *San Gabriel Valley Tribune*, *Pasadena Star News*, *Anaheim City News*.
- The media was again notified via outreach staff phone calls following the second press release distribution.
- Information for all three meetings was included on the Fact Sheet and brochures (in English and Spanish) that were distributed at all previous meetings and presentations.
- Chambers of commerce were requested to distribute and publish meeting information on their websites, in e-newsletters, and via mass e-mails.
- Local elected officials were asked to announce the meetings on their websites and in e-newsletters to their constituents (e.g. State Assemblyman Jim Silva sent an e-newsletter).
- Twelve cities along the corridor were forwarded a staff-prepared notice to post on their web sites and cable access channels, and to release to their internal distribution lists.
- 224 community-based organizations and homeowners associations throughout the study area were contacted and asked to notify their members with a Consensus Planning Group (CPG) staff-prepared Notice (including the *Cunningham Report*, *Transportation and Land Use Collaborative of Southern California* e-newsletter).
- Copies of the press release were mass e-mailed by the City of Anaheim to over 3,000 individuals and organizations.
- Chambers of commerce and other professional organizations were requested to send a CPG staff-prepared email to their distribution lists.

- Information was provided on the Authority's website at [www.cahighspeedrail.gov](http://www.cahighspeedrail.gov).

## 2.2 Noticed Scoping Meetings

As shown in Table 1, three meetings were scheduled to provide the public with an opportunity to learn more about the project, to ask questions of project managers and staff, and to officially provide feedback for the record. Three scoping meetings were held: (1) the first scoping meeting was a joint scoping meeting with the Los Angeles to Palmdale project team, held at the offices of Metro in Los Angeles, on April 5, 2007; (2) the second scoping meeting was held at Anaheim City Hall West, Gordon Hoyt Room in Anaheim, on April 11, 2007; (3) the third scoping meeting was held at the Norwalk Arts and Sports Complex in Norwalk, on April 12, 2007.

A number of overall themes related to HST were raised at the public scoping meetings, as follows:

- Energy efficiency and the incorporation of renewable energy solutions;
- Impacts on land use, communities, and neighborhoods;
- Noise and vibration impacts need to be thoroughly addressed;
- Affordability of HST system;
- Adverse construction impacts on commuting conditions, street traffic, and impacts to congestion;
- Air pollution and air quality issues related to interstate and airplane travel;
- Gentrification and displacement of residences/museums/parks/cultural centers along alternative alignments;
- Safety and security of passengers and residences around stations;
- Interest and suggestions concerning Taylor Yard, for the Los Angeles to Palmdale section of the HST system;
- Interest in alignments traveling through Irvine and south to San Diego, to Palmdale International Airport, to Los Angeles International Airport (LAX)/South Bay/Long Beach area, and north to Seattle;
- Compatibility with existing Amtrak and Metrolink train schedules; and
- Transit-oriented development around LAUS.

Section 3.0 of this document provides a complete listing of the comments received regarding the HST project.

## 2.3 Briefings to Stakeholders

In addition to the noticed scoping meetings, the Authority made presentations to community-based organizations, business groups, local agencies, and city officials based along the proposed Orange County to Los Angeles project corridor. The purpose of the presentations was to allow the Authority to re-introduce the HST project and describe the environmental process.

The presentations were an important opportunity for each stakeholder to learn more about the project, have access to project managers and team staff who could answer their questions, have an informal forum in which to state their positions on behalf of their constituencies, become informed of the upcoming environmental review process, and be invited to participate at the scoping meetings. Each person in attendance received a public information packet and viewed a PowerPoint slide presentation on the overall statewide project, relevant to the specifics of the Orange County to Los Angeles project section.

The following is a list of the presentations that occurred during the pre-scoping phase.

2/7/2007	City of Anaheim
2/8/2007	Los Angeles Councilman Jose Huizar
2/12/2007	Office of Los Angeles Councilwoman Jan Perry
2/20/2007	City of Anaheim - Transit Master Plan Workshop
2/21/2007	Los Angeles Chamber of Commerce - Transportation and Goods Movement Committee
2/21/2007	Office of Supervisor Gloria Molina
2/21/2007	Office of Los Angeles Councilman Eric Garcetti
2/23/2007	Los Angeles County Metropolitan Transportation Authority (Metro) - Regional Directors
2/26/2007	City of Buena Park
2/27/2007	The Transit Coalition
2/27/2007	Los Angeles Councilwoman Wendy Greuel
3/5/2007	Los Angeles Councilman Tom LaBonge
3/7/2007	Consulting Engineers and Land Surveyors of California (CELSOC) Luncheon
3/7/2007	City of Norwalk
3/7/2007	Office of Los Angeles Mayor Antonio Villaraigosa
3/7/2007	Los Angeles Councilman Ed Reyes
3/8/2007	OCTA - Darrell Johnson, Planning Manager
3/8/2007	ARTIC Project - Carter Burgess (Project Consultants)
3/9/2007	Walt Disney Imagineering
3/12/2007	City of Pico Rivera Grants Administration
3/12/2007	City of Norwalk - Jim Parker, Transportation Director
3/13/2007	City of Norwalk - Fred Latham, City Manager
3/13/2007	City of Santa Fe Springs
3/13/2007	Central City Association (CCA)
3/14/2007	Fullerton Chamber of Commerce – Theresa Harvey, Executive Director
3/14/2007	Office of Congresswoman Loretta Sanchez - District Director
3/15/2007	Caltrans District 7 Environmental Department
3/15/2007	Office of Congressman Ed Royce – District Director
3/19/2007	City of Commerce - Linda Olivieri, City Manager
3/21/2007	Los Angeles Chamber of Commerce - Transportation and Goods Movement Committee
3/22/2007	OCTA - TPO Committee
3/23/2007	Metro
3/26/2007	OCTA - BOD Meeting
3/26/2007	City of Fullerton - Chris Meyer, City Manager
3/26/2007	Anaheim Visitor and Convention Bureau – Charles Ahers, President
3/26/2007	Downtown Los Angeles Neighborhood Council (DLANC) - Transportation and Public Works Committee
3/27/2007	City of Commerce Industrial Council
3/28/2007	Metro with Carol Inge
4/2/2007	City of Orange
4/3/2007	City of Santa Ana
4/4/2007	Gateway Cities Council of Governments Executive Committee
4/4/2007	Gateway Cities Council of Governments Transportation Committee

## **3.0 Public Scoping Comments**

### **3.1 Summary of Written Public Scoping Comments**

Thirty four letters and 30 written comment cards were received during the scoping period. The remainder of this report provides a summary of written issues raised either by those in attendance at the scoping meetings or through correspondence and other communication (see Tables 2 to 8). Comments are organized first by general topic, then by type of stakeholder (e.g., federal agency, community organization, etc.), and finally by individual commenter. Copies of scoping correspondence, e-mails, and written comment cards are contained in Appendices F, G, and H.



**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
<b>Federal Agencies</b>		
Nova Blazej, Manager, Environmental Review Office, EPA	<ul style="list-style-type: none"> <li>▪ EPA supports the concept of a HST system in California that can provide an alternative to increasing vehicle miles traveled and lead to reduced environmental impacts.</li> <li>▪ Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.</li> <li>▪ Minimize the parking lots to the greatest extent possible at the stations.</li> <li>▪ Coordinate with other transit providers to maximize station access by transit.</li> <li>▪ Design the new facilities to be pedestrian and bicycle-friendly; link to other modes of transit.</li> </ul>	3.1 Traffic and Circulation
	<ul style="list-style-type: none"> <li>▪ The proposed project is located in the South Coast Air Basin (SCAB). The SCAB has the worst 8-hour ozone and PM<sub>2.5</sub> problems in the nation, and attainment of these National Ambient Air Quality Standards (NAAQS) will require massive reductions from mobile sources, given the rapid growth in this emissions category and the long lifespan of diesel engines.</li> <li>▪ The proposed project may require a general conformity determination by FRA. If required, the Draft EIS should include the general conformity determination with related mitigation commitments. FRA and CHSRA should work with the South Coast Air Quality Management District (SCAQMD) to ensure that anticipated emissions from the proposed project are consistent with the Air Quality Management Plan.</li> <li>▪ The Draft EIS should include a discussion of the PM<sub>10</sub> requirements, including reflection of the changes to PM<sub>10</sub> project hotspot procedures established in EPA's March 10, 2006 final revisions to the transportation conformity rule (see 71 FR 12468) or EPA's March 2006 guidance document on PM hotspots.</li> <li>▪ Where applicable, ensure the PM<sub>10</sub> project hotspot analysis is performed following the March 2006 procedures and that the analysis reflects the changes of the procedures.</li> <li>▪ The Draft EIS should include SCAQMD requirements to reduce emissions.</li> <li>▪ Due to the serious nature of the PM<sub>10</sub> and PM<sub>2.5</sub> conditions in the project area, EPA recommends that the best available control measures (BACM) for these pollutants be implemented at all times and that the Draft EIS, Final EIS and ROD incorporate a Construction Mitigation Plan. EPA recommends that (1) all applicable requirements under SCAQMD Rules be adhered to, and (2) the following additional and/or revised measures be incorporated into a Construction Mitigation Plan: <ul style="list-style-type: none"> <li>▪ Identify where the implementation of mitigation measures is rejected based on economic infeasibility.</li> <li>▪ Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Use low sulfur fuel (diesel with 15 parts per million or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.</li> </ul> </li> </ul>	3.2 Air Quality



**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Nova Blazej, Manager, Environmental Review Office, EPA (continued)	<ul style="list-style-type: none"> <li>▪ Incorporate information developed for the Missing Linkages Report and identify how alternatives have been designed to allow for continued wildlife movement (California Missing Linkages Report).</li> <li>▪ Use data developed for the statewide California Wildlife Action Plan (CWAP) to inform the siting of alternatives and mitigation ideas. Identify in the Draft EIS the specific design changes proposed to avoid resources. The CWAP addresses 800 at-risk species and provides range maps.</li> <li>▪ EPA recommends that FRA and CHSRA facilitate a meeting of scientists and local experts to explore the specific locations and design features for wildlife crossings that are needed.</li> <li>▪ Identify the connections that would likely remain after construction of the HST system and highlight these areas as “connectivity zones” for protection and preservation. In the Draft EIS, identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.</li> <li>▪ Disclose how fencing the train route will affect wildlife movement and discuss how fencing for safety purposes will be integrated with proposed wildlife passages, such as culverts, bridges, viaducts, underpasses, and overpasses.</li> <li>▪ The Draft EIS should address nocturnal and diurnal impacts to wildlife activities such as foraging, predator avoidance, and nesting that may be affected by the new sounds and vibrations introduced to natural habitats.</li> </ul>	3.6 Biological Resources and Wetlands
	<ul style="list-style-type: none"> <li>▪ Methods to incorporate effective public participation into the NEPA process should be fully described and implemented early to better incorporate public concerns into the planning process.</li> </ul>	7.0 Public and Agency Involvement
	<ul style="list-style-type: none"> <li>▪ Where potential acquisition of property is proposed, an open, participatory process involving affected residents should be implemented.</li> <li>▪ Include opportunities for incorporating public input to promote context-sensitive design, especially in environmental justice communities.</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Nova Blazej, Manager, Environmental Review Office, EPA (continued)	<ul style="list-style-type: none"> <li>Identify which land use model will be used, discuss its strengths and weaknesses, and describe why it was selected.</li> <li>Describe which method will be used to allocate growth to analysis zones, its strength and weaknesses, and why that method was selected.</li> <li>Verify and ground truth the results of the land use model by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives.</li> <li>Identify station locations that are currently zoned for high density development and those that are not. Address potential growth-related mitigation efforts, including incentives for transit-oriented development, measures to increase the capacity of city/county planning efforts, and mechanisms to encourage TOD.</li> <li>Use FHWA and Caltrans' recently published growth-related impacts guidance, which is applicable to growth-related impact analyses for non-road projects outside of California.</li> <li>Identify the expected land use changes associated with station locations.</li> <li>Identify the associated environmental impacts of those land use changes, both indirect and cumulative.</li> <li>Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts of the proposed land use changes.</li> <li>Support policies that will increase density and mixed-use land uses in the station areas.</li> </ul>	3.12 Local Growth, Station Planning and Land Use;
	<ul style="list-style-type: none"> <li>The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts.</li> <li>EPA recommends that FRA and CHSRA use Caltrans' recently published cumulative impacts guidance, which is applicable to cumulative impact analyses for non-road projects.</li> </ul>	Cumulative impacts evaluation in all technical chapters
	<ul style="list-style-type: none"> <li>The Draft EIS should identify the amount of material to be removed per mile of tunnel and where material will be disposed of or stored. Any impacts associated with the transport and storage of fill should be described and mitigated. Discuss the tunneling methodology to be utilized and the corresponding environmental impacts. Identify specific design measures and options to ensure that the full scope of environmental impacts associated with tunneling are considered in project design.</li> </ul>	Construction methods and impacts in all technical chapters
Wade Smith, Senior Environmental Coordinator, Southwest Division, Amtrak	<ul style="list-style-type: none"> <li>Displacement of commercial and residential properties, communities and neighborhood impacts and disruption should be addressed.</li> <li>Potential for environmental justice concerns should be included under the topics of community and neighborhood impacts.</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice
	<ul style="list-style-type: none"> <li>The potential for increased noise and vibration should be addressed.</li> </ul>	3.3 Noise and Vibration

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Wade Smith, Senior Environmental Coordinator, Southwest Division, Amtrak (continued)	<ul style="list-style-type: none"> <li>Address traffic impacts associated with stations.</li> <li>Address traffic impacts associated with stations, if co-location is proposed, will require evaluation of current and projected ridership patterns and parking requirements of existing passenger rail service, in addition to future projected HST ridership and ongoing station area development policies encouraging transit-friendly development.</li> </ul>	3.1 Traffic and Circulation
	<ul style="list-style-type: none"> <li>Address affects on historic properties/archaeological sites.</li> <li>Address impacts to parks and recreation resources.</li> </ul>	3.15 Cultural Resources; 6.0 Section 4(f)
	<ul style="list-style-type: none"> <li>Address visual quality effects.</li> </ul>	3.14 Aesthetics and Visual Quality
	<ul style="list-style-type: none"> <li>Address exposure to seismic and flood hazards.</li> </ul>	3.8 Geology, Soils and Seismicity; 3.7 Hydrology and Water Resources
	<ul style="list-style-type: none"> <li>Address impacts to water resources, wetlands, and sensitive biological species and habitat.</li> <li>There is considerable community interest in the revitalization and restoration of the Los Angeles River area adjacent to existing rail infrastructure. Please evaluate/consider the proposed river restoration efforts in the Draft EIR/EIS.</li> </ul>	3.7 Hydrology and Water Resources; 4.15 Biological Resources and Wetlands
	<ul style="list-style-type: none"> <li>Address land use compatibility impacts.</li> </ul>	3.12 Local Growth, Station Planning and Land Use
	<ul style="list-style-type: none"> <li>Address impacts to agricultural lands.</li> </ul>	3.6 Biological Resources and Wetlands
	<ul style="list-style-type: none"> <li>Address energy use.</li> </ul>	3.5 Public Utilities and Energy
	<ul style="list-style-type: none"> <li>The potential for electromagnetic exposure/interference should be addressed.</li> </ul>	3. EMI/EMF
	<ul style="list-style-type: none"> <li>How will the alternative corridors be evaluated for the potential presence of hazardous materials/hazardous waste? How will these materials be managed if detected during construction? Who will be financially responsible for the removal of hazardous materials/waste during construction?</li> </ul>	3.9 Hazardous Wastes and Materials

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
David H. Sulouff, Chief, Bridge Section, Eleventh Coast Guard District, U.S. Department of Homeland Security/United States Coast Guard	<ul style="list-style-type: none"> <li>Discuss proposed impacts of, and procedures for, constructing, altering or demolishing bridges in the NEPA document.</li> <li>The NEPA document should also contain data on the number, size and types of vessels using, or projected to use, the waterway.</li> </ul>	Construction methods and impacts in all technical chapters
<b>Regional Agencies</b>		
Arthur Leahy, Chief Executive Officer, OCTA	<ul style="list-style-type: none"> <li>Extending high-speed rail service south of Anaheim will likely present possible environmental justice issues, and noise and vibration concerns.</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice; 3.3 Noise and Vibration
Tony Jusay, Transportation Planner, Metro	<ul style="list-style-type: none"> <li>Address parking at stations, and potential negative aspects of large car parking lots for proposed stations; limit parking and provide space for bicycle parking/non-motorized travel as mitigation measures in EIR/EIS.</li> <li>Include available space inside passenger cars for bicycle parking and storage.</li> </ul>	3.1 Traffic and Circulation
Ryan Chamberlain, Branch Chief, Local Development/Inter-governmental Review, Department of Transportation (Caltrans District 12)	<ul style="list-style-type: none"> <li>The Project EIR/EIS should identify any and all potential permanent and temporary impacts to State Facilities including, but not limited to, visual, traffic, grading and storm water runoff impacts.</li> </ul>	3.1 Traffic and Circulation; 3.14 Aesthetics and Visual Quality; 3.8 Geology, Soils and Seismicity; 3.7 Hydrology and Water Resources

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Ryan Chamberlain, Branch Chief, Local Development/Inter-governmental Review, Department of Transportation (Caltrans District 12) (continued)	<ul style="list-style-type: none"> <li>Traffic Operations requests that HSR uses the latest version of the Highway Capacity Manual (HCM) methodologies when analyzing traffic impacts on State Transportation Facilities.</li> <li>Should the project require an encroachment permit, traffic operations may find the Traffic Impact Study based on ICU methodology inadequate, resulting in possible delays in Caltrans permitting. All input sheets, assumptions and volumes on state facilities, including ramps and intersections, should be submitted to Caltrans for review and approval.</li> <li>The impact on the State Transportation system should be evaluated based on Caltrans Traffic Impact Study (TIS) Guidelines. Appropriate mitigation measures, if applicable, are to be proposed and submitted for review and comment. The study should address the issue of riders transferring from one mode of transportation to another. Caltrans would like to see a discussion about the impacts to their facilities (e.g., encroachment into right-of-way). Also, include a discussion on support facilities, transit connections, and modal connections from the freeway systems in Orange County.</li> </ul>	3.1 Traffic and Circulation
	<ul style="list-style-type: none"> <li>All work within the State right-of-way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials that may fall or blow onto Caltrans roadways or facilities. All projects involving soil disturbance activities should carefully consider storm water pollution control during the “Rainy Season” (October 1 through April 30) and follow the Water Pollution Control BMPs to minimize impact to the receiving waters.</li> <li>All encroachment into Caltrans right-of-way for the HST system should be clearly noted in the Environmental Document. At all encroachments into Caltrans right-of-way, all permanent treatment BMPs that are to be incorporated in order to comply with all federal, State and local water quality regulations need to be clearly described. All potential temporary impacts to water quality during construction should be noted. This includes, but is not limited to:</li> </ul>	3.7 Hydrology and Water Resources

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Ryan Chamberlain, Branch Chief, Local Development/Inter-governmental Review, Department of Transportation (Caltrans District 12) (continued)	<ul style="list-style-type: none"> <li>○ List all potential receiving water bodies for any areas where construction may occur within Caltrans right-of-way, including any special concerns regarding those water bodies, such as presence of wetlands, listed water bodies and/or any TMDLs, building over/in a water body, sensitive habitat, or any other condition which would make the location environmentally sensitive.</li> <li>○ Areas of potential dewatering operations.</li> <li>○ Any required water quality-related permits.</li> <li>○ Type and size of dedicated rail grade separations and proposed security features, such as installation of fencing and/or maintenance access.</li> <li>○ Any modifications to existing drainage systems.</li> <li>○ Depth to ground water.</li> <li>○ Any potential soil contaminants, such as ADL or any other contaminates.</li> <li>○ Identification of potential contaminates and their source.</li> <li>○ Listing of temporary BMP/mitigation measures that may be implemented to ensure water quality and conformance to all federal and state water quality related laws.</li> </ul>	3.7 Hydrology and Water Resources
	<ul style="list-style-type: none"> <li>▪ Address cumulative areas of Disturbed Soil Areas (DSAs) for each separate location of encroachment.</li> <li>▪ High-speed trains must be grade-separated due to the fact that the velocity and momentum of a high-speed train would allow a much smaller margin of error for both train operators and drivers, which could cause severe accidents.</li> </ul>	3.10 Safety and Security
David Solow, Chief Executive Officer, Metrolink	<ul style="list-style-type: none"> <li>▪ For those segments of the HST network in congested urban corridors that may be operating in mixed traffic, the EIR/EIS must address the impacts on both passenger and freight rail service of the shared use of existing rail right-of-way. The issues related to operating FRA-compatible or non-compatible equipment on a shared corridor or shared track basis and operating California PUC-compliant platforms and horizontal and vertical clearances should be determined early in the project development process and before preliminary track alignment and station configurations are determined.</li> <li>▪ The idea of dropping tens of thousands of HST passengers into Union Station must include potentially significant improvements to the pedestrian, baggage, and transit connection services.</li> </ul>	2.0 Alternatives
	<ul style="list-style-type: none"> <li>▪ The construction impacts of the HST system on both SCRRA and freight operations must be carefully addressed in the EIR/EIS.</li> </ul>	Construction methods and impacts in all technical chapters
	<ul style="list-style-type: none"> <li>▪ The EIR/EIS must address the impacts of shade, shadow, noise and vibration in non-industrial areas.</li> </ul>	3.14 Aesthetics and Visual Quality; 3.3 Noise and Vibration
	<ul style="list-style-type: none"> <li>▪ By increasing Metrolink's operating costs/subsidies, the HST system will limit their ability to meet projected ridership demand. Should this occur, the HST system would have an adverse environmental impact, which must be explicitly addressed in the EIR/EIS.</li> </ul>	3.1 Traffic and Circulation

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
David Solow, Chief Executive Officer, Metrolink (continued)	<ul style="list-style-type: none"> <li>This project meets the unusual circumstances test required to increase the public comment period under CEQA.</li> <li>SCRRRA [Southern California Regional Rail Authority] requests that at least a 180-day review period for this project be incorporated into the schedule. The draft schedule for finalization of the environmental documents after the comment period closes seems unreasonably short. In light of the number of substantive comments which can reasonably be expected, and the requirement to provide written responses which provide a good faith reasoned analysis with supporting factual information, a time period this short suggests the comments to the document could not be appropriately evaluated and incorporated into the final documents.</li> </ul>	7.0 Public and Agency Involvement
	<ul style="list-style-type: none"> <li>High platforms offer the safest, quickest boarding.</li> </ul>	3.10 Safety and Security
	<ul style="list-style-type: none"> <li>The construction of a new high-speed train structure and/or integration of high-speed rail into at-grade truck facilities on existing rail right-of-way will require the use of valuable and irreplaceable rail corridor property that could have otherwise been used to expand conventional rail service facilities.</li> </ul>	5.3 Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented
Jacob Lieb, Manager, Environmental Division, Southern California Association of Governments	<ul style="list-style-type: none"> <li>Expect the EIR to specifically cite the appropriate SCAG policies and address the manner in which the project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use SCAG's policy numbers to refer to them in the EIR. Also, SCAG encourages that a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the proposed project is used.</li> </ul>	3.12 Local Growth, Station Planning and Land Use
	<ul style="list-style-type: none"> <li>The EIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts.</li> <li>Would like the EIR/EIS to follow SCAG's Growth Management Goals to develop urban forms that enable individuals to spend less income on housing cost; to minimize public and private development costs; that enable firms to be more competitive; to strengthen the regional strategic goal to stimulate the regional economy.</li> <li>Decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice;;



**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Betty Miller, Statewide Local Development Intergovernmental Review Coordinator, Department of Transportation (Caltrans District 7)	<ul style="list-style-type: none"> <li>Caltrans recommends that the project refer to and be consistent with the LOSSAN corridor environmental document, which describes system constraints (especially through parts of Orange County).</li> </ul>	Throughout EIR/EIS.
Brad McAllester, Executive Officer, Long Range Planning and Coordination, Metro	<ul style="list-style-type: none"> <li>A Traffic Impact Analysis (TIA) with highway, freeway and transit components is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the 2004 Congestion Management Program for Los Angeles County.</li> </ul>	3.1 Traffic and Circulation
	<ul style="list-style-type: none"> <li>Metro requests that the operating energy, operating cost and potential energy savings of HSR at initial speeds of 125 miles per hour be considered in addition to very high-speed operation.</li> </ul>	3.5 Energy
	<ul style="list-style-type: none"> <li>Would like the placement of HSR tracks in surface level box structures covered in soil evaluated, for it would allow the trains to approach stations at relatively high-speed without noise or visual impacts on the surrounding community.</li> </ul>	2.0 Alternatives
Jui Ing Chien, Park Planner, County of Los Angeles Department of Parks and Recreation	<ul style="list-style-type: none"> <li>Construction of the project would create noise and air quality impacts to park patrons.</li> </ul>	Construction methods and impacts in all technical chapters
	<ul style="list-style-type: none"> <li>Operation of the project may produce ongoing noise impacts.</li> </ul>	3.3 Noise and Vibration
	<ul style="list-style-type: none"> <li>Consider the impacts of a HST system onto L.A. River trails along the LOSSAN corridor.</li> <li>This project may impact County Trails such as (1) Trail #2 – Proposed Los Angeles River Trail; (2) Trail #5 – Rio Hondo River Trail; (3) Trail #8 – San Gabriel River Trail.</li> <li>The proposed alignments would be close in proximity to four park facilities located within the cities of Whittier and La Mirada.</li> <li>The proposed rail may create a physical barrier to the public's accessibility to the parks. Undergrounding of the proposed alignment through or adjacent to these facilities should be considered.</li> </ul>	3.12 Local Growth, Station Planning and Land Use; 6.0 Section 4(f)

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
<b>Cities</b>		
Jason Chan, City of L.A.	<ul style="list-style-type: none"> <li>Improve the Santa Ana River at the same time.</li> </ul>	3.6 Biological Resources and Wetlands
Nick Maricich, Planning Assistant, City of L.A.	<ul style="list-style-type: none"> <li>Concerned with issues such as wildlife corridors and linkages.</li> </ul>	3.6 Biological Resources and Wetlands
	<ul style="list-style-type: none"> <li>Transportation and land use issues need to be coordinated with local municipalities.</li> </ul>	3.1 Traffic and Circulation; 3.12 Local Growth, Station Planning and Land Use
	<ul style="list-style-type: none"> <li>Would like to see additional outreach efforts conducted to inform the public of the proposed system, as well as its benefits.</li> </ul>	7.0 Public and Agency Involvement
Gary Milliman, City Manager, City of South Gate	<ul style="list-style-type: none"> <li>Noise issue needs to be carefully addressed in the Project EIR/EIS.</li> </ul>	3.3 Noise and Vibration
Alice Angus, Community Development Director, City of Orange	<ul style="list-style-type: none"> <li>City requests that the Draft EIR/EIS include a capacity analysis using ICU methodology of all signalized intersections on Katella between the Santa Ana River and Tustin Street, on Main Street between Taft and Chapman, Chapman between Main and State College and Orangewood between Main and the SR-57 ramps.</li> <li>The existing traffic management software and hardware used by the City of Orange Traffic Management Center should be analyzed to determine if upgrades are necessary to adequately accommodate ARTIC-related traffic flows on Katella Avenue. This should include an operational intertie between Orange's and Anaheim's Traffic Management Centers.</li> <li>The City also expects that the traffic analysis will address a "project opening year" scenario as well as a long-term (cumulative) scenario.</li> <li>The EIR/EIS must include adequate mitigation measures to address increased traffic volumes and increased demand on Orange infrastructure and must maintain an acceptable Level of Service of LOS D, per the City's General Plan Circulation Element.</li> <li>Please ensure that traffic volumes for the long-term traffic analysis scenario reflect the City's updated land use densities and circulation system.</li> </ul>	3.1 Traffic and Circulation; 3.16 Cumulative Impacts Evaluation

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Donald Jensen, Director of Public Works, City of Santa Fe Springs	<ul style="list-style-type: none"> <li>The property acquisition will have a significant effect on land-use compatibility and will raise property and environmental justice issues.</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice
	<ul style="list-style-type: none"> <li>It is anticipated that there will be a significant increase in noise due to the installation of the fourth track. A noise analysis should be conducted to identify areas of mitigation.</li> </ul>	3.3 Noise and Vibration
	<ul style="list-style-type: none"> <li>Where an elevated track or trench track is proposed, the City is concerned with the aesthetics of the project. The proposed HST improvements will cause significant changes in the visual landscape along the corridor. City officials have specific concerns with the aesthetics regarding the number and spacing of the overhead electric poles providing power for HST. City's policy is to underground as many new utilities as possible; however they understand the need for the overhead electrical poles in this instance. City is requesting that measures be taken to minimize the "soldier" look of the overhead poles within the corridor.</li> </ul>	3.14 Aesthetics and Visual Quality
Shohreh Dupuis, Transit Manager, City of Anaheim	<ul style="list-style-type: none"> <li>Please ensure that the following streets in the City of Anaheim all have full highway grade separations: State College, Cerritos, Ball, La Palma, and Orangethorpe.</li> <li>Need to ensure that the EIR at a minimum examines pedestrian separations or closures at Vermont, South, Santa Ana, Broadway, Sycamore and North Street, with possible bike path separations at Santa Ana, Sycamore and La Palma, which are designated on the City's master plan of bikeways as bike trails/paths.</li> </ul>	3.1 Traffic and Circulation
Chris Meyer, City Manager, City of Fullerton	<ul style="list-style-type: none"> <li>The Fullerton City Council has taken a position supporting continued planning of the Authority's proposed high-speed rail system.</li> </ul>	---
<b>Private Organizations &amp; Associations</b>		
Al Bahm, Sierra Club	<ul style="list-style-type: none"> <li>Address noise pollution emitted from the HSR trains.</li> </ul>	3.3 Noise and Vibration
	<ul style="list-style-type: none"> <li>Concerned about the electromagnetic fields emitted from the overhead transmission/power lines along the corridor.</li> </ul>	3.4 EMI/EMF
	<ul style="list-style-type: none"> <li>Address air quality.</li> </ul>	3.2 Air Quality
	<ul style="list-style-type: none"> <li>Address possible historic preservation of dwelling along the corridor.</li> </ul>	3.15 Cultural Resources
	<ul style="list-style-type: none"> <li>Address public safety at railroad crossings.</li> </ul>	3.10 Safety and Security
Orlando Benitez, Anahuak	<ul style="list-style-type: none"> <li>If this project is implemented, what are the affects?</li> </ul>	5.1 Unavoidable Adverse Environmental Impacts
Giovanny Campos, Anahuak	<ul style="list-style-type: none"> <li>What are the affects of high-speed rail?</li> </ul>	5.1 Unavoidable Adverse Environmental Impacts

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Raul Macias, Founder/President, Anahuak	▪ Concerned with the occupation of open space and noise.	6.0 Section 4(f); 3.3 Noise and Vibration
	▪ Give more importance to the youth; be more inclusive.	3.11 Socioeconomics, Communities and Environmental Justice
Roxanna Menchaca, Anahuak	▪ I think these trains will be beneficial, but they could also affect our community if they cross through parks. Those parks are part of our community.	3.12 Local Growth, Station Planning and Land Use; 3.11 Socioeconomics, Communities and Environmental Justice; 6.0 Section 4(f)
Joanne Rasmussen, Monorail Society	▪ Address noise levels in our communities.	3.3 Noise and Vibration
	▪ Address air pollution.	3.2 Air Quality
	▪ Address security issues.	3.10 Safety and Security
Melinda Seely, Airfair	▪ Address noise.	3.3 Noise and Vibration
	▪ Address air pollution (cars, airplanes, and other big polluters).	3.2 Air Quality
Aaron, Franklin Roosevelt Development Club	▪ The project should not be stopped by concerns from environmentalists.	7.0 Public and Agency Involvement
Jim Adams, Council Representative, Building Trades Council	▪ The high-speed rail system is overdue. ▪ The building trades would most likely be supportive of this project. However, we would have concerns regarding skilled craftsmen and women utilized in the industry.	7.0 Public and Agency Involvement
Doug Mangione, Business Rep, IBEW LU441	▪ I represent electricians in Orange County; we will support this in any way we can.	7.0 Public and Agency Involvement

**Table 2**  
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Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
<b>Individuals / Private Property Owners</b>		
Eric Garcia	<ul style="list-style-type: none"> <li>The issue of gentrification should be addressed.</li> <li>How will this affect public housing?</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice
	<ul style="list-style-type: none"> <li>How much electricity will be consumed by the train?</li> </ul>	3.5 Public Utilities and Energy
Susan Judd	<ul style="list-style-type: none"> <li>Congestion, energy independence, air quality, and displacement of existing resources should be addressed.</li> </ul>	3.1 Traffic and Circulation; 3.5 Public Utilities and Energy; 3.2 Air Quality; 3.12 Local Growth, Station Planning and Land Use
	<ul style="list-style-type: none"> <li>I am very excited about the possibility of the project. There may even be drug-war benefits by reducing isolation in remote areas and by providing opportunities for good jobs with the trains and/or transportation to distant jobs without driving for hours.</li> <li>A good way to regain national respect would be to build a world-class rail system. This vision should be realized because it has so much potential and so many advantages.</li> <li>The Project EIR/EIS should address the opportunity of creating more jobs.</li> </ul>	3.12 Local Growth, Station Planning and Land Use
Karen Malley	<ul style="list-style-type: none"> <li>Wildlife corridors should be addressed in a Project EIR/EIS.</li> </ul>	3.6 Biological Resources and Wetlands
	<ul style="list-style-type: none"> <li>Ensure minimal inconvenience to daily routines while project is under construction.</li> </ul>	Construction methods and impacts in all technical chapters
	<ul style="list-style-type: none"> <li>Address earthquake safety with all of the earth-moving required for tracks traveling underneath streets.</li> </ul>	3.8 Geology, Soils and Seismicity

**Table 2**  
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Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Achilles Young	<ul style="list-style-type: none"> <li>Areas dedicated to parks, museums, or other cultural centers need to be considered so that they can be relocated, if necessary.</li> </ul>	6.0 Section 4(f)
	<ul style="list-style-type: none"> <li>Address impact on established wetlands, flooding, and impacts on farmland.</li> </ul>	3.6 Biological Resources and Wetlands; 3.7 Hydrology and Water Resources
	<ul style="list-style-type: none"> <li>Construction impacts on commuters needs to be addressed.</li> </ul>	Construction methods and impacts in all technical chapters
	<ul style="list-style-type: none"> <li>Discuss maintenance issues in the Project EIR/EIS (e.g., hazardous wastes disposal, night work, etc.).</li> <li>Publicize existing modes of travel to justify ridership projections.</li> <li>Provide hours of operation.</li> </ul>	4.0 Costs and Operations; 3.9 Hazardous Materials and Wastes
Dennis & Amy Davis	<ul style="list-style-type: none"> <li>When a grade separation project entails lowering the rail roadbed to pass beneath a street, consideration should be given to the high water tables in many locales. Also, with the electric rail, flooding in these depressed areas become sensitive.</li> </ul>	3.7 Hydrology and Water Resources
Jonathan Yee	<ul style="list-style-type: none"> <li>Would like the Project EIR/EIS to address growth-inducing impacts of proposed project.</li> <li>An assumed density of land uses can be used to project pollution, noise and economic impacts of adjacent development in scenarios with the high-speed rail line.</li> <li>On a city-by-city basis, densities of new development within the last five years can be projected forward in the “no build” scenario.</li> </ul>	3.12 Local Growth, Station Planning and Land Use 3.16 Cumulative Impacts
	<ul style="list-style-type: none"> <li>HSR will not only improve mobility, but will also reduce noise and pollution.</li> </ul>	3.1 Traffic and Circulation; 3.2 Air Quality; 3.3 Noise and Vibration

**Table 2**  
Topic 1: Protection of the Environment

Commenter	Protection of the Environment – Comments	Relevant EIR/EIS Section(s)
Richard McCarthy	<ul style="list-style-type: none"> <li>Concerned that construction activity will result in mice infestations as the rodents flee the pile-driving activity to reside elsewhere.</li> </ul>	Construction methods and impacts in all technical chapters
	<ul style="list-style-type: none"> <li>Security of passengers should be included as part of the station operations along the proposed routes. A new HST system in California would make world news, and thus, would be a target for terrorism.</li> <li>Safety in design should be maintained.</li> <li>Grade separations should be maintained at all crossings – whether they are vehicular, rail, or pedestrian crossings. There could be a freight crossing near Fullerton; this should be eliminated.</li> <li>A type of barrier may also need to be placed between freight tracks and HST tracks, preventing a freight train derailment from colliding with a HST.</li> </ul>	3.10 Safety and Security
	<ul style="list-style-type: none"> <li>Aerials need to illustrate seismic events. Explain how bridge work will withstand expected seismic events. Dual pillars may be necessary to support HST.</li> </ul>	3.8 Geology, Soils and Seismicity
	<ul style="list-style-type: none"> <li>Would like the Project EIR/EIS to address safety at grade crossings and pedestrian access.</li> </ul>	3.10 Safety and Security
John C. Searight	<ul style="list-style-type: none"> <li>Would like Project EIR/EIS to address potential for graffiti.</li> </ul>	3.14 Aesthetics and Visual Quality
	<ul style="list-style-type: none"> <li>Reach out to rail historical societies and websites (such as <a href="http://www.trainweb.com">www.trainweb.com</a>).</li> <li>Suggest some outreach to rail enthusiasts such as the BNSF “Citizens for Rail Society.”</li> </ul>	7.0 Public and Agency Involvement
	<ul style="list-style-type: none"> <li>Railroad bridges should be provided at all street crossings – no exceptions.</li> <li>Review every avenue to address safety near the line.</li> </ul>	3.10 Safety and Security
John Andrews	<ul style="list-style-type: none"> <li>Railroad bridges should be provided at all street crossings – no exceptions.</li> <li>Review every avenue to address safety near the line.</li> </ul>	3.10 Safety and Security



**Table 3**  
Topic 2: Alignment and Station Alternatives

Commenter	Alignment and Station Alternatives – Comments	Relevant EIR/EIS Section(s)
<b>Federal Agencies</b>		
Wade Smith, Senior Environmental Coordinator, Southwest Division, Amtrak	<ul style="list-style-type: none"> <li>How will potential sites for turnback/layover train storage facilities and a main HST repair and heavy maintenance facility be evaluated? Will new and existing sites be evaluated? Will environmental site assessments be proposed for new site evaluation? Will engineering/physical specifications and administrative (permit) requirements be identified or specified for evaluation of existing maintenance facilities?</li> </ul>	3.16 Cumulative Impacts; 2.0 Alternatives
<b>Regional Agencies</b>		
Arthur T. Leahy, Chief Executive Officer, OCTA	<ul style="list-style-type: none"> <li>Desires to work closely with CHSRA on design of features and operations of project.</li> <li>Strongly favors using the LOSSAN corridor in the HST system.</li> <li>Does not favor the Union Pacific corridor north of Santa Ana.</li> <li>Interested in having other alternatives (e.g., other alignments, tunnel or others) developed for this segment so that OCTA and local officials can determine the best course of action.</li> <li>Does not support double-tracking the system (whether high-speed, electrical, or not) in the south Orange County historical and coastal areas.</li> </ul>	2.0 Alternatives
David Solow, Chief Executive Officer, Metrolink	<ul style="list-style-type: none"> <li>The detailed design of the HST system must actually re-design the whole rail corridor for this combination of uses, and must recognize the ultimate build-out of the conventional system as described in the SCRRA Strategic Assessment adopted by the SCRRA Board on January 26, 2007.</li> <li>The rail access to Union Station must be studied very carefully. There are already several different projects proposing to access this station. The railroad right-of-way into the station is already limited.</li> </ul>	2.0 Alternatives; 3.16 Cumulative Impacts
Brad McAllester, Executive Officer, Long Range Planning and Coordination, Metro	<ul style="list-style-type: none"> <li>The use of stations with one or more curves will avoid otherwise unavoidable extreme costs and will allow cost-effective long platform stations.</li> <li>Please discuss appropriate HSR train and platform length based on all modeling scenarios. Please show how platform lengths will allow for future capacity and expansion.</li> </ul>	2.0 Alternatives; 4.0 Project Costs and Operations
<b>Cities</b>		
Heather Allen, Acting Senior Planner, City of Fullerton	<ul style="list-style-type: none"> <li>Fullerton requests that the Project EIR/EIS evaluate (as an alternative) an additional HST station at the Fullerton Transportation Center, including “skip-stop” scheduling whereby some trains stop while others continue through the station.</li> <li>There is room available to accommodate the necessary station modifications for the designation as a HST station.</li> <li>Fullerton provides a station location that will support mixed-use, pedestrian-oriented development around the station, while providing multi-modal regional connections, consistent with the stated station criteria.</li> </ul>	2.0 Alternatives

**Table 3**  
Topic 2: Alignment and Station Alternatives

Commenter	Alignment and Station Alternatives – Comments	Relevant EIR/EIS Section(s)
Donald Jensen, Director of Public Works, City of Santa Fe Springs	<ul style="list-style-type: none"> <li>The existing configuration of the Norwalk/Santa Fe Springs Metrolink Station cannot support the parking required to serve HST, nor is it feasible for this location to support the straight length of track necessary to accommodate the HST. The City of Santa Fe Springs would like more detail on feasibility of this location as a hub/station and recommends that alternative sites within the region be studied. The City looks forward to selecting other locations within the City of Santa Fe Springs which are more feasible (for HST).</li> <li>The horizontal alignment selected must be made in consideration of the existing at-grade street crossings.</li> <li>The City of Santa Fe Springs is concerned that speeds of 125-150 mph may not be attainable, considering the existing conditions of the horizontal alignment in the BNSF corridor. Straight tracks will be necessary to achieve these high speeds. Since the existing alignment of the track is not straight, but consists of curves and bends that do not meet the minimum design standards to achieve those speeds, the City questions the actual speeds and travel times desired.</li> </ul>	2.0 Alternatives; 3.1 Traffic and Circulation
Scott Reekstin, Senior Planner, City of Tustin	<ul style="list-style-type: none"> <li>LOSSAN corridor appears to be the best alignment suited for incremental improvements to existing conventional rail service.</li> </ul>	2.0 Alternatives
Kia Mortazavi, Executive Director, OCTA	<ul style="list-style-type: none"> <li>It is important that all of the capital improvements to railroad infrastructure, stations, and parking be included in the no action alternative of the EIR/EIS.</li> </ul>	2.0 Alternatives; 4.0 Project Costs and Operations
<b>Individuals / Private Property Owners</b>		
Richard McCarthy	<ul style="list-style-type: none"> <li>Disappointed in the Authority's decision to opt for the LOSSAN corridor over the UPRR Santa Ana corridor (from Union Station to Norwalk and down to Anaheim).</li> <li>If tunnels are required, ensure that they are cut wide enough to reduce pressure effects, especially at entrances (where they are even wider). Also, ensure that they are wide and high enough to allow double-decked trains, should they be needed for future use.</li> <li>Agrees with the need for an alternative mode of transportation; HSR is very attractive.</li> <li>Major concern is commute time.</li> <li>Norwalk station is a great idea because it would be within walking distance of the MTA Metro Green Line.</li> <li>Would like a fast, quiet, safe train.</li> <li>HSR should purchase the newest, low drag, aerodynamic rolling stock.</li> </ul>	2.0 Alternatives
John C. Searight	<ul style="list-style-type: none"> <li>Fullerton station is a major railfan gathering spot. Will this be allowed to continue?</li> <li>Will there be railfan access at stations?</li> </ul>	2.0 Alternatives
Ivo Lazzeroni	<ul style="list-style-type: none"> <li>Buy enough right-of-way for future expansion.</li> <li>Note the freeway experience/congestion.</li> </ul>	2.0 Alternatives
Maurice Turner	<ul style="list-style-type: none"> <li>Providing high-speed wireless internet access on board would be an opportunity to entice business and leisure travelers with a product that is currently, and for the near-term, not available on airplanes and extremely limited in cars.</li> </ul>	--

**Table 3**  
Topic 2: Alignment and Station Alternatives

Commenter	Alignment and Station Alternatives – Comments	Relevant EIR/EIS Section(s)
Dennis & Amy Davis	<ul style="list-style-type: none"> <li>A great benefit to the HSR systems in Japan and Europe is that they are located in the central portion of the cities, allowing riders to conveniently walk to nearby hotels or to shopping districts.</li> </ul>	2.0 Alternatives
Luis Tamargo	<ul style="list-style-type: none"> <li>High-speed trains should include cocktail lounges, live music, and other amenities.</li> </ul>	--

**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
<b>Federal Agencies</b>		
Wade Smith, Senior Environmental Coordinator, Southwest Division, Amtrak	<ul style="list-style-type: none"> <li>The Authority should consider ongoing growth and expansion plans for passenger rail service into and out of the existing Union Station.</li> <li>Amtrak would be interested in the feasibility of additional use of parallel dedicated or shared, grade-separated track in this segment.</li> <li>Will the potential accommodation of service be considered if existing services are converted to the same mode of electric power?</li> </ul>	2.0 Alternatives; 3.5 Public Utilities and Energy
David H. Sulouff, Chief, Bridge Section, Eleventh Coast Guard District, U.S. Department of Homeland Security/United States Coast Guard	<ul style="list-style-type: none"> <li>The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction.</li> </ul>	--
<b>Regional Agencies</b>		
Betty Miller, Statewide Local Development Intergovernmental Review Coordinator, Department of Transportation (Caltrans District 7)	<ul style="list-style-type: none"> <li>Recommend connectivity between the Norwalk Transportation Center and the METRO Green Line LRT Norwalk Station (terminus) which is located near the I-605/I-105 Freeways, also in the City of Norwalk. The METRO Green Line LRT provides access to LAX.</li> <li>A Caltrans Cooperative Agreement, Memorandum of Understanding, or Memorandum of Agreement may be needed relating to project development and design of the high-speed rail facility and all impacts to State rights-of-way.</li> </ul>	2.0 Alternatives

**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
Ryan Chamberlain, Branch Chief, Local Development/Inter-governmental Review, Department of Transportation (Caltrans District 12)	<ul style="list-style-type: none"> <li>If any project work (e.g., storage of materials, street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) occurs in the vicinity of the Caltrans right-of-way, an encroachment permit will be required, and environmental concerns must be addressed.</li> <li>For projects on Caltrans right-of-way, Caltrans has the authority to maintain or delegate Lead Agency status for CEQA. Please coordinate with Caltrans to meet requirements for any work within or near Caltrans right-of-way.</li> <li>Coordinate with those listed in the Program EIR/EIS for the California HST System, the OCTA Long Range Transportation Plan (Transit section), and the I-5 Major Investment Study (MIS) to evaluate the project elements.</li> </ul>	--
Ronnie Guyer, Field Representative for Assemblyman Van Tran (68 <sup>th</sup> District)	<ul style="list-style-type: none"> <li>Will Disney connect Angel Stadium rail station to Disneyland?</li> </ul>	--
David Solow, Chief Executive Officer, Metrolink	<ul style="list-style-type: none"> <li>Separate analyses are required to clearly understand the potential competitive and complementary service issues between Metrolink and high-speed train service. To be complementary, the Metrolink service will have to be treated as an independent commuter rail operation and as an inter-city feeder service to the new state high-speed trunk line. Complementary operating plans and common station access elements must be developed.</li> <li>The impact of the HST system on joint access station access requirements must consider both parking and transit feeder needs.</li> <li>The new demand would exceed current capacity at proposed shared stations and could cause current Metrolink riders to divert to non-HST stations in the corridor, thus creating spillover parking issues.</li> <li>FRA requirements and limitations for shared use of Metrolink-dispatched lines that carry commuter and high-speed passenger and freight services must be addressed – specifically, the use of compliant or non-compliant vehicles in shared corridors must be addressed.</li> <li>Design coordination is required with the owners of the right-of-way, Amtrak, Caltrans, the commuter and freight operators, and the station owners during the scoping of the EIR/EIS.</li> <li>Examples of freight considerations include grade (e.g., at highway separation projects), signal placement, freight customer access tracks, and clear length of freight sidings.</li> </ul>	3.1 Traffic and Circulation; 3.16 Cumulative Impacts
	<ul style="list-style-type: none"> <li>The impacts of the HST system on Metrolink's potential to grow consistent with the adopted 2007 SCRRRA Strategic Assessment must be considered in the EIR/EIS, along with the impact of the HST system on the growth of Metrolink due to both physical and financial constraints on Metrolink's ability to expand service.</li> <li>The impact of Metrolink rider diversion to the HST System should be considered.</li> <li>The impact of the HST system on growth of Goods Movement by rail should be considered.</li> <li>Additional regional plans call for Metrolink's service to grow from 42,000 daily riders to more than 100,000 daily riders by 2020, requiring increased Amtrak intercity service, and freight train growth.</li> </ul>	4.0 Project Costs and Operations

**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
David Solow, Chief Executive Officer, Metrolink (continued)	<ul style="list-style-type: none"> <li>Station cities that are continuing to invest in what are proposed to be joint Metrolink/HST stations would be faced with increased station access issues and operational costs. These jurisdictions are already experiencing community/financial impacts as their stations approach design capacity.</li> <li>The impact of this burden on these cities would have to be considered in order for the HST project to accurately reflect the additional capital cost to expand street and highway access, station parking and transit facilities and the ongoing subsidy required to operate the expanded stations and/or the greatly increased transit access.</li> <li>SCRRA member agencies need to describe ownership and financial responsibility for construction and operation of stations, including platforms, parking, customer information systems, ticket vending systems, security, and federal common carrier obligations due to physical and financial constraints on Metrolink.</li> <li>Metrolink and the HST system would have several common stations on all lines of the Metrolink system. SCRRA staff is very concerned with the operational subsidy requirements of these stations, as well as the Metrolink system--particularly if the competition results in the HST system attracting riders from Metrolink trains, rather than from single occupant vehicles.</li> <li>Detailed analysis is needed to determine if it is financially feasible for Metrolink to become a cost-effective HST feeder rail service.</li> <li>Subsidy and fare policies need to be evaluated as a coordinated set, rather than in isolation, so that the fare subsidy costs could be properly allocated through an equitable interagency agreement.</li> <li>EIR/EIS should address the mitigation of loss of revenue opportunity to the SCRRA and its member agencies in the areas of fiber optic, freight dispatch, billboard, and other commercial uses of our property.</li> <li>EIR/EIS needs to evaluate the maintenance windows required for joint operation and potential adverse impacts due to 24-hour maintenance operations or reductions in operating capacity due to speed restrictions.</li> <li>SCRRA staff is concerned that construction of the HST system will divert already limited State and federal funding from Metrolink projects. The HST system should not be funded in lieu of funding for expansion of the Metrolink system. The EIR/EIS must address the effect on available public funding for all passenger and freight rail systems in the state.</li> </ul>	4.0 Project Costs and Operations
	<ul style="list-style-type: none"> <li>The no build alternative must include those funded projects in design or construction along these corridors.</li> <li>Caltrans, BNSF, Amtrak and Metrolink have developed a concept for building up the BNSF corridor to four tracks from Los Angeles to Fullerton, with passenger service generally on the two south tracks, and freight service on the two north tracks. This four-track configuration should be the starting point for any discussion on adding HST service to this line.</li> <li>The California DOT has adopted and has environmentally cleared plans for “run thru” tracks south of Union Station. The HST project should either avoid impacting the as-designed project, or should include an alternate project of similar utility.</li> </ul>	2.0 Alternatives

**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
David Solow, Chief Executive Officer, Metrolink (continued)	<ul style="list-style-type: none"> <li>The impact on Metrolink services during construction of the HST stations and coordination of construction without significantly disrupting the existing service at Metrolink stations needs to be carefully addressed in the EIR/EIS.</li> <li>Construction staging plans should ensure that project construction does not materially interfere with the operating speeds and number of available tracks of the corridors during all stages of construction and does not place undue burden on Metrolink's ability to provide resources to support the project.</li> <li>In order to avoid impacts to ongoing Metrolink operations, most of the construction work within the rail corridor will occur at night and on weekends, when rail traffic levels are lessened.</li> </ul>	Construction methods and impacts in all technical chapters
Arthur T. Leahy, Chief Executive Officer, OCTA	<ul style="list-style-type: none"> <li>OCTA has recently completed a detailed analysis of the rail capacity for passenger and freight needs from Fullerton, north into Union Station along the LOSSAN corridor. The needs of Metrolink, Amtrak and freight movements for the next 20 years (approximately) have been accounted for in this analysis. It appears that much of this corridor will require triple tracking.</li> </ul>	2.0 Alternatives
Kia Mortazavi, Executive Director, OCTA	<ul style="list-style-type: none"> <li>I urge the CHSRA to identify the ARTIC site as the new southern terminus of the San Francisco to Los Angeles alignment of California HST system instead of Los Angeles, and to designate Anaheim as the southern destination point for the initial operation segment as well.</li> <li>Close coordination between OCTA and the CHSRA should occur as the EIR/EIS is being prepared to ensure that synergies and opportunities in the areas of highway-rail grade separations, track and signal improvements, passenger facilities, and operations are identified for the planned HST system and the future planned Metrolink Expansion as part of the renewed Measure M. The renewed Measure M plan dedicates \$1 billion for transit extensions to the existing Metrolink system in Orange County.</li> </ul>	--
Brad McAllester, Executive Officer, Long Range Planning and Coordination, Metro	<ul style="list-style-type: none"> <li>The Metro Rail facilities must not be compromised in any way by the construction or operation of the HST project.</li> <li>The Metro Red Line right-of-way, including structures and wayside systems, from Union Station to, and over the Los Angeles River, must not be compromised in any way by the construction/operation of HST.</li> <li>The Metro Gold Line Eastside Extension currently under construction must not be compromised in any way by the construction or operation of the HST project.</li> <li>The project's potential impact on bus terminals, such as those at Norwalk Transportation Center Metrolink station and the nearby Norwalk Metro Green Line Station, will need to be thoroughly addressed to ensure service continuity and access.</li> </ul>	Construction methods and cumulative impacts in all technical chapters

**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
Brad McAllester, Executive Officer, Long Range Planning and Coordination, Metro (continued)	<ul style="list-style-type: none"> <li>Address the project's potential impact on undeveloped Metro railroad right-of-way including the Harbor Subdivision. This corridor has been identified as potential strategic project corridor in the emerging update to Metro's Long Range Transportation Plan (LRTP) and its study area includes the west bank of the L.A. River between Union Station and the Alameda freight rail corridor.</li> <li>Metro long-range planning is currently actively pursuing AA/DEIS/DEIR phases of several new transportation corridors. Some of these corridor studies will include alternative rail and other transportation uses in similar corridors to the HST. Metro and the CHSRA should coordinate closely to avoid impacts on these corridors.</li> <li>Other transit planning efforts not conducted by Metro, but involving Metro infrastructure, may have elements impacted by HST alignments and programs. These elements include yard storage and maintenance needs. The planning efforts include: (1) western extension of the Exposition light rail line to Santa Monica; and (2) the Gold Line Foothill extension.</li> </ul>	3.12 Local Growth, Station Planning and Land Use; 3.16 Cumulative Impacts
	<ul style="list-style-type: none"> <li>HST scheduling is critical to avoid conflicts with Metrolink, Amtrak, freight rail, and Metro Rail.</li> <li>Any consideration of potential HST impacts to freight rail service in Los Angeles County should be in compliance with Metro Goods Movement policies. Metro requests a thorough evaluation of impacts and benefits to Goods Movement.</li> </ul>	3.1 Traffic and Circulation; 3.16 Cumulative Impacts
	<ul style="list-style-type: none"> <li>Metro requests an evaluation of a HST program that allows existing infrastructure to support incremental improvements that may ultimately be part of the HST. There are many incremental improvement steps between existing passenger rail service and 225 mph rail.</li> <li>Metro requests an evaluation of various forms of standard passenger service with more frequent stops within HST right-of-way.</li> <li>For segments along the Los Angeles River in downtown Los Angeles, Metro requests that the Authority consider placing these track segments within at-grade reinforced concrete box structures suitable for enclosure within soil. Such an approach would allow surface level landscaping, bike and pedestrian paths, mixed-use TOD, and passive recreation along the river.</li> <li>The EIR/EIS should fully identify HSR rail facility needs. It is likely that any successful HSR design will need to utilize Los Angeles area rail yards. The effort to find a suitable HST yard should be part of an interagency effort to provide an adequate rail yard.</li> <li>Metro has provided funding for many transit, bikeway, pedestrian, street widening, freeway, signal technology, transportation enhancements and other improvement projects throughout the past several years. Metro encourages all possible preservation of these recent civic improvements in the consideration of alignment and station designs as HSR progresses into more detailed design.</li> </ul>	2.0 Alternatives



**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
Richard Marcus, Manager, Maglev/High-Speed Rail Program, Southern California Association of Governments	<ul style="list-style-type: none"> <li>Planning for a statewide high-speed train system should include linkages between the HST system and other systems, including a SCAG Maglev/high-speed rail system. This interconnectivity between systems will be stressed in the 2007 RTP due out in December of this year.</li> </ul>	3.1 Traffic and Circulation
<b>Cities</b>		
Jason Chan, City of Los Angeles	<ul style="list-style-type: none"> <li>TOD near Union Station would make it a great hub.</li> </ul>	3.12 Local Growth, Station Planning and Land Use
Nick Maricich, Planning Assistant, City of Los Angeles	<ul style="list-style-type: none"> <li>I would like to see local transit connectivity along the LOSSAN corridor.</li> </ul>	3.1 Traffic and Circulation
Victor Dominguez, Council Assistant, City of Anaheim	<ul style="list-style-type: none"> <li>Address compatibility with existing Amtrak and Metro Rail train schedules.</li> <li>Will the addition of a high-speed system cut down the existing availability of those services?</li> </ul>	3.1 Traffic and Circulation
Gary Milliman, City Manager, City of South Gate	<ul style="list-style-type: none"> <li>The Authority should review and consider the Orangeline Development Authority (OLDA) study product as a part of its planning and environmental review process.</li> <li>It is important for the Authority to coordinate its planning efforts with OLDA to ensure system compatibility and to reduce the overall public cost of the planning, engineering and environmental review.</li> </ul>	3.1 Traffic and Circulation
Donald Jensen, Director of Public Works, City of Santa Fe Springs	<ul style="list-style-type: none"> <li>The City will begin construction of the Valley View Grade Separation in 2008. City officials believe this grade separation project will be greatly impacted by HST, thereby undermining not only the expenditure of taxpayer funds, but also the functionality and appearance of the improvements to be constructed. If changes will be needed to the City's grade separation project(s), the City would like these changes to be approved (by City staff) in advance and fully covered by the funding plan for HST.</li> </ul>	4.0 Project Costs and Operations
	<ul style="list-style-type: none"> <li>The I-5/Carmenita Interchange will begin construction in 2009. It represents the first stage of freeway improvements to be completed along the I-5 between the Orange/Los Angeles County boundary and Route 605 during the next ten years. The City has been actively involved with the planning of this and opposes any alignment of the HST that would adversely impact the schedule or configuration of this project.</li> <li>One alternative is to have HST run parallel to the I-5 Freeway. In order for this alternative to be feasible, the horizontal alignment must consider the ultimate width of the I-5 after the widening, as well as future widening.</li> <li>Over the past six years, the City has been coordinating and working with Caltrans Division of Rail and the BNSF Railroad on plans to construct a third main track within this corridor.</li> </ul>	2.0 Alternatives; 3.1 Traffic and Circulation



**Table 4**  
Topic 3: Connectivity and Coordination with/Impacts to Other Transportation Facilities

Commenter	Connectivity and Coordination with/Impacts to Other Transportation Facilities – Comments	Relevant EIR/EIS Section(s)
Alice Angus, Community Development Director, City of Orange	<ul style="list-style-type: none"> <li>The City requests that impacts to existing rail operations within the city be studied and disclosed in the Draft EIR/EIS. This should include a discussion of impacts to existing Amtrak and Metrolink services in the city with respect to station spacing (i.e., changes in service due to moving the Anaheim station closer to Orange station).</li> </ul>	3.1 Traffic and Circulation; 3.16 Cumulative Impacts
<b>Individuals / Private Property Owners</b>		
Richard McCarthy	<ul style="list-style-type: none"> <li>Need to resolve how the HST, Metrolink, and Amtrak plan to operate on same set of rails.</li> </ul>	3.1 Traffic and Circulation
John Andrews	<ul style="list-style-type: none"> <li>Will the project disrupt the BNSF freight schedule?</li> </ul>	3.1 Traffic and Circulation
Dennis & Amy Davis	<ul style="list-style-type: none"> <li>The time that it takes to complete a grade separation project is critical to local highway circulation; we do not want major local circulation issues resulting from grade separations.</li> </ul>	3.1 Traffic and Circulation Construction methods and cumulative impacts in all technical chapters
Achilles Young	<ul style="list-style-type: none"> <li>Support transportation network (e.g., taxis, buses, etc.).</li> </ul>	3.1 Traffic and Circulation
Melinda Seely, Airfair	<ul style="list-style-type: none"> <li>Our group was created to keep the “caps” on John Wayne Airport permanent.</li> <li>We see rail as an opportunity to use the airport in a more intelligent manner.</li> </ul>	3.1 Traffic and Circulation

**Table 5**  
Topic 4: Alternative Technologies

Commenter	Alternative Technologies – Comments	Relevant EIR/EIS Section(s)
<b>Federal Agencies</b>		
Nova Blazej, Manager, Environmental Review Office, EPA	<ul style="list-style-type: none"> <li>Draft EIS should specifically identify how a proposed magnetic levitation powered high-speed train service in southern California relates to this project.</li> <li>Justify the need for both steel-wheel on steel-rail technology proposed for this project and the magnetic levitation technology proposed for a separate high-speed train project in southern California.</li> <li>Address how the proposed project will ensure that potential duplication of efforts and incompatibilities will not occur.</li> <li>Identify integration and/or incompatibility of both projects.</li> <li>Identify the specific design features of this proposal to “link up” with the other high-speed train proposals in the region.</li> </ul>	Program EIR/EIS, Alternatives, Section 2.6.6 has eliminated the Maglev option.
<b>Regional Agencies</b>		
Richard Marcus, Manager, Maglev/High-Speed Rail Program, Southern California Association of Governments	<ul style="list-style-type: none"> <li>Planning for a statewide high-speed train system should include linkages between the CHSRA system and other systems, including a SCAG Maglev/high-speed rail system. This interconnectivity between systems will be stressed in the 2007 RTP due out in December of this year.</li> </ul>	3.1 Traffic and Circulation
Tony Jusay, Transportation Planner, Metro	<ul style="list-style-type: none"> <li>Areas that will undergo electrification should be tied in with solar energy stations.</li> <li>Incorporate renewable energy solutions for the project.</li> <li>Incorporate sustainable practices for design, construction, and operation.</li> </ul>	3.5 Public Utilities and Energy; Construction methods and cumulative impacts in all technical chapters
<b>Private Organizations &amp; Associations</b>		
Aaron, Franklin Roosevelt Development Club	<ul style="list-style-type: none"> <li>Would like to see the project EIR/EIS address Maglev technology and believe it to be more efficient and future-oriented.</li> </ul>	Program EIR/EIS, Alternatives, Section 2.6.6 has eliminated the Maglev option.
	<ul style="list-style-type: none"> <li>Would like to see nuclear power used.</li> </ul>	2.0 Alternatives; 3.5 Public Utilities and Energy

**Table 5**  
Topic 4: Alternative Technologies

Commenter	Alternative Technologies – Comments	Relevant EIR/EIS Section(s)
<b>Individuals / Private Property Owners</b>		
Karen Malley	<ul style="list-style-type: none"> <li>It is critical for the project to use sustainable resources, even if it is at a higher cost. Any increase in electrical power generation must come from fuels other than oil or gas.</li> <li>Materials used in construction should mark the coming of a new era in public building (an era with the priority being sustainability).</li> <li>People will be asked to forego their automobiles to use the rail; the rail must present a huge improvement environmentally so that people will feel justified in their “sacrifice.”</li> </ul>	3.5 Public Utilities and Energy; 5.0 Unavoidable Adverse Environmental Impacts and Environmentally Superior Alternative
Dennis & Amy Davis	<ul style="list-style-type: none"> <li>Consideration should be given to alternative energy sources for the supply of the electrical power (e.g., solar or wind) to reduce additional greenhouse gas emissions relating to HST system.</li> <li>The inclusion of alternative sources of energy in the supply system would show a commitment to the clean energy benefits.</li> </ul>	3.2 Air Quality; 3.5 Public Utilities and Energy

**Table 6**  
Topic 5: Project Funding/Cost

Commenter	Project Funding/Cost – Comments	Relevant EIR/EIS Section(s)
<b>Federal Agencies</b>		
Nova Blazej, Manager, Environmental Review Office, EPA	<ul style="list-style-type: none"> <li>The Draft EIS should identify what elements of this project will require funding or approval by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). Also, the Draft EIS should demonstrate that FHWA or FTA-funded or approved project elements are included in a conforming transportation plan and in a transportation improvement program. FRA and CHSRA should work with SCAQMD and Southern California Association of Governments (SCAG) to ensure that applicable elements of the proposed project are consistent with future revisions of the RTP.</li> </ul>	4.0 Project Costs and Operations
Wade Smith, Senior Environmental Coordinator, Southwest Division, Amtrak	<ul style="list-style-type: none"> <li>Given the significant positive environmental impact of the HST to the improvement of Air Quality within the State of California with a proposed reduction of 12.4 billion pounds of carbon dioxide per year compared to highway and air travel, have alternative methods of financing been considered for partial funding of future design and/or construction efforts?</li> </ul>	4.0 Project Costs and Operations
<b>Regional Agencies</b>		
Arthur T. Leahy, Chief Executive Officer, OCTA	<ul style="list-style-type: none"> <li>Interested in a segment that would connect Union Station to Anaheim on the Initial Operating Segment.</li> <li>Supports LOSSAN segment and will undertake discussions with key legislators, if necessary.</li> <li>Service from Anaheim Regional Transportation Intermodal Center (ARTIC) north to Union Station (Los Angeles), and beyond, should be one of the first segments of the system to be built.</li> </ul>	4.0 Project Costs and Operations

**Table 6**  
Topic 5: Project Funding/Cost

Commenter	Project Funding/Cost – Comments	Relevant EIR/EIS Section(s)
David Solow, Chief Executive Officer, Metrolink	<ul style="list-style-type: none"> <li>Would like the Project EIR/EIS to address additional costs and impacts in the vicinity of station locations related to street and highway congestion.</li> <li>Would like the Project EIR/EIS to address identification of construction requirements and costs and increased operating costs.</li> </ul>	Construction methods and cumulative impacts in all technical chapters; 4.0 Project Costs and Operations
Brad McAllester, Executive Officer, Long Range Planning and Coordination, Metro	<ul style="list-style-type: none"> <li>The HSR appears to be designed to compete with airlines, which presents the expectation of airline-similar fares. A focus on pricing commensurate with auto driver diversion may suggest moderate initial speeds and/or travel discounts.</li> <li>Please evaluate how joint development above tracks within box structures can help the HSR Authority to recover construction costs.</li> <li>Revenue estimates should be compared to Acela Northeast Corridor, the Shinkansen, the TGV, the ICE, EuroStar and other high-speed trains. Based upon prior history, demonstrate why failed bond issues would not be the California experience. Revenues from HSR between London and Paris were insufficient to pay the capital cost bonds and refinancing has proven necessary. The proposed routes within California are longer than those between London and Paris and the size of the destination city at one end is substantially smaller than the European examples.</li> <li>Sensitivity analysis should be conducted showing the cost impacts of less-than-expected revenue.</li> </ul>	4.0 Project Costs and Operations
<b>Cities</b>		
Donald Jensen, Director of Public Works, City of Santa Fe Springs	<ul style="list-style-type: none"> <li>The funding required to construct grade separations along the HST route will not be secured by the CHSRA. I am concerned with this approach and believe that the funding for grade separations needs to be incorporated into the funding plan for HST.</li> <li>I assume that separate power substations will be constructed to serve HST. Therefore, HST will not cause existing power substations to be upgraded and costs for these substations will be included in the HST budget.</li> <li>Of major concern is the overall funding and cost of HST. I am concerned that lack of funding sources may potentially affect local funding.</li> </ul>	4.0 Project Costs and Operations
<b>Private Organizations &amp; Associations</b>		
Al Bahm, Sierra Club	<ul style="list-style-type: none"> <li>I am concerned about financing of the project.</li> <li>I do not want this project to turn out like the toll roads in South Orange County, where a different governmental agency would have to come rescue it.</li> </ul>	4.0 Project Costs and Operations
Dave Mootchnik, Southern California Commuters Forum	<ul style="list-style-type: none"> <li>I find the HSR to be constructed and operated at the expense of public funding absurd; would like to see the project rejected.</li> <li>The HST line should be developed and operated by a for-profit company or by a consortium, rather than at the taxpayer's expense.</li> </ul>	4.0 Project Costs and Operations
Roxanna Menchaca, Anahuak	<ul style="list-style-type: none"> <li>I am concerned with the affordability of HST trains to the community.</li> </ul>	4.0 Project Costs and Operations

**Table 6**  
Topic 5: Project Funding/Cost

Commenter	Project Funding/Cost – Comments	Relevant EIR/EIS Section(s)
<b>Individuals / Private Property Owners</b>		
Susan Judd	<ul style="list-style-type: none"> <li>I would also like to publicize the costs of the no action alternative/moving freeways evaluated in the environmental documentation.</li> </ul>	2.0 Alternatives; 4.0 Project Costs and Operations
Karen Malley	<ul style="list-style-type: none"> <li>I am concerned that the community will be afraid of the financial burden and will not support the project.</li> <li>An “inconvenient truth” style publicity campaign may be necessary for the understanding of the increasing number of cars/gridlock, and frustration and degradation of the environment that will undoubtedly become our reality without a rail system of such a caliber.</li> </ul>	4.0 Project Costs and Operations
Jonathan Yee	<ul style="list-style-type: none"> <li>I believe that the HST will improve capital improvement spending.</li> </ul>	4.0 Project Costs and Operations

**Table 7**  
Topic 6: Issues Outside Scope of Anaheim to Los Angeles Study Area

Commenter	Project Funding/Cost – Comments	Notes
<b>Regional Agencies</b>		
Arthur T. Leahy, Chief Executive Officer, OCTA	<ul style="list-style-type: none"> <li>Building a trench through parts of Orange and Santa Ana will be challenging and costly.</li> <li>Supports the connection to the Irvine Transportation Center.</li> <li>Extending high-speed rail service south of Anaheim will likely present significant difficulties due to the horizontal curvature of the track and vertical clearance challenges.</li> </ul>	Comment will be considered for future phases of the project.
Ronnie Guyer, Field Representative for Assemblyman Van Tran (68 <sup>th</sup> District)	<ul style="list-style-type: none"> <li>Will the HST connect to Ontario Airport?</li> </ul>	Comment will be forwarded to the project team for the Inland Empire/San Diego section.
<b>Cities</b>		
Jason Chan, City of L.A.	<ul style="list-style-type: none"> <li>The City of Los Angeles would like the Project EIR/EIS to address the high-speed rail's effects on harming/preserving farmland in the Central Valley.</li> </ul>	Comment will be forwarded to the project team for the Central Valley section.

**Table 7**  
Topic 6: Issues Outside Scope of Anaheim to Los Angeles Study Area

Commenter	Project Funding/Cost – Comments	Notes
Alice Angus, Community Development Director, City of Orange	<ul style="list-style-type: none"> <li>The City of Orange supports the concept of a high-speed train system operating in the State of California; support includes an Initial Operating Segment that would extend from Los Angeles' Union Station to Anaheim's ARTIC station.</li> <li>The City of Orange opposes the segment that would travel from Anaheim down to Irvine because this segment traverses the City of Orange and would result in significant, unacceptable adverse environmental impacts to the community, including disruption of their National Register-listed historic district, noise and vibration impacts, and land use, housing and community impacts affecting both residential and commercial/industrial communities.</li> <li>The City of Orange requests that the EIR/EIS eliminate references to the "Anaheim to Irvine" segment altogether, particularly where it is referenced as "Phase 2." Would like to incorporate text that clearly states that the current proposal from "Los Angeles to Anaheim" is one segment of the larger statewide system (which was evaluated in the Program EIR), and clarify that any and all approvals related to the forthcoming EIR/EIS are for the "Los Angeles to Anaheim" segment only.</li> </ul>	Comment will be considered for future phases of the project.
Carolyn V. Cavecche, Mayor, City of Orange	<ul style="list-style-type: none"> <li>The Anaheim to Irvine segment is neither cost-effective nor crucial. This connection is currently in place with the use of the current Orange County Metrolink Rail System.</li> <li>Orange strongly opposes any potential southbound rail transportation system that would pass through the Historic Old Towne area, disrupting the community (especially when an existing southbound rail system is currently in operation).</li> <li>Anaheim would be the logical Orange County hub for the HST, and the current Orange County Metrolink system is the ideal transportation tool to make the connection.</li> </ul>	Comment will be considered for future phases of the project.
Scott Reekstin, Senior Planner, City of Tustin	<ul style="list-style-type: none"> <li>The City has expressed its opposition to HSR through Tustin in previous comment letters.</li> <li>The City continues to support the inland Interstate 15 corridor in lieu of the Orange County route to Irvine.</li> <li>The City of Tustin remains concerned that the proposed HST system will have significant and unavoidable adverse noise, vibration, safety, aesthetic and traffic impacts on adjacent properties within the city.</li> <li>The burden of these impacts on existing residential areas outweighs any potential benefits to their communities.</li> </ul>	Comment will be considered for future phases of the project.
Elizabeth Binsack, Community Development Director, City of Tustin	<ul style="list-style-type: none"> <li>Address impacts to City of Tustin.</li> <li>Address impacts on established neighborhoods (e.g., adverse construction, noise, vibration, safety, neighborhood disruption, traffic impacts, etc.).</li> <li>Address street impacts (high-build versus low-build scenarios).</li> <li>Address phasing of proposed improvements; methodology for selection of study area.</li> </ul>	Comment will be considered for future phases of the project.

**Table 7**  
Topic 6: Issues Outside Scope of Anaheim to Los Angeles Study Area

Commenter	Project Funding/Cost – Comments	Notes
<b>Private Organizations &amp; Associations</b>		
Joanne Rasmussen, Monorail Society	<ul style="list-style-type: none"> <li>The existing map does not show the alignment extending to our city (Huntington Beach). It also does not extend to Costa Mesa or Fountain Valley.</li> </ul>	This proposed HST system is limited to the geographic area discussed in the Program EIR/EIS.
Melinda Seely, Airfair	<ul style="list-style-type: none"> <li>I would specifically like to see rapid transit to Palmdale International Airport (which would relieve the pressure to expand regional airports) from Orange County.</li> </ul>	Comment will be forwarded to the project team for the Los Angeles-Palmdale section.
Aaron, Franklin Roosevelt Development Club	<ul style="list-style-type: none"> <li>I would like to see high-speed rail travel up to Seattle.</li> </ul>	This proposed HST system is limited to the geographic area discussed in the Program EIR/EIS.
Giovanny Campos, Anahuak	<ul style="list-style-type: none"> <li>I am primarily concerned with the proposed route traveling through soccer fields at Taylor Yard. I would like to see alternative routes.</li> </ul>	Comment will be forwarded to the project team for the Los Angeles -Palmdale section.
Ivania Campos, Anahuak	<ul style="list-style-type: none"> <li>I would like to see an alternative route for Taylor Yard.</li> </ul>	Comment will be forwarded to the project team for the Los Angeles -Palmdale section.
Ricardo Menchaca, Anahuak	<ul style="list-style-type: none"> <li>Will this project affect projects like Taylor Yard?</li> </ul>	Comment will be forwarded to the project team for the Los Angeles -Palmdale section.
Ricardo Menchaca, Anahuak	<ul style="list-style-type: none"> <li>Will this project affect construction sites from Los Angeles to Palmdale?</li> </ul>	Comment will be forwarded to the project team for the Los Angeles -Palmdale section.



**Table 7**  
Topic 6: Issues Outside Scope of Anaheim to Los Angeles Study Area

Commenter	Project Funding/Cost – Comments	Notes
Orlando Benitez, Anahuak	▪ I do not want the project to interfere with soccer fields at Taylor yard.	Comment will be forwarded to the project team for the Los Angeles -Palmdale section.
	▪ How much energy will it take to travel from Los Angeles to San Francisco?	Statewide project energy needs were addressed in the Program EIR.
Al Bahm, Sierra Club	▪ Address possible plant/species preservation and conservation along the desert portion of the corridor.	This EIR/EIS addresses the Anaheim to Los Angeles section, which does not include any desert areas. Comment will be forwarded to the management team for the statewide project.
<b>Individuals / Private Property Owners</b>		
Victor Menchaca	▪ This project will affect our soccer field at Taylor Yard; Taylor Yard is where my soccer team practices/plays.	Comment will be forwarded to the project team for the Los Angeles -Palmdale section.
Achilles Young	▪ What is needed to discuss extending this phase to Irvine and to San Diego?	Comment will be considered for future phases of the project.
	▪ A high-speed rail to Las Vegas option would ease congestion on I-15.	This proposed HST system is limited to the geographic area discussed in the Program EIR/EIS.
Richard McCarthy	▪ I am in support of a phase connecting to Irvine.	Comment will be considered for future phases of the project.
	▪ I would like to see a route connecting Ontario Airport to Las Vegas, Nevada.	This proposed HST system is limited to the geographic area discussed in the Program EIR/EIS.

**Table 7**  
Topic 6: Issues Outside Scope of Anaheim to Los Angeles Study Area

Commenter	Project Funding/Cost – Comments	Notes
Victor Menchaca	<ul style="list-style-type: none"><li>This project is going to affect the environment in the LA to Palmdale section.</li></ul>	Comment will be forwarded to the project team for the LA-Palmdale section.
Susan Judd	<ul style="list-style-type: none"><li>Include a Las Vegas rail connection.</li></ul>	This proposed HST system is limited to the geographic area discussed in the Program EIR/EIS.

### 3.2 Summary of Verbal Public Scoping Comments

**Table 8**  
Summary of Verbal Public Scoping Comments

Commenter	Verbal Comments	Relevant EIR/EIS Section(s)
<b>Norwalk Public Meeting</b>		
Ivo Lazzeroni	<ul style="list-style-type: none"> <li>I hope that HSR will think bigger towards future improvement in technology.</li> <li>When railroads were first built and developed, no thought was given to what future improvements might be.</li> <li>Recommends that the 4-foot-8 1/2-foot cage not be considered. Instead, consider a 5-foot-6 or 6-foot cage.</li> <li>Develop a railroad with new standards, rather than adopting current standards.</li> <li>Recommends avoiding magnetic levitation because it is very expensive; doubts that it will be successful.</li> </ul>	2.0 Alternatives; 4.0 Project Costs and Operations; Program EIR/EIS, Alternatives, Section 2.6.6 has eliminated the Maglev option.
<b>Anaheim Public Meeting</b>		
Gail Eastman	<ul style="list-style-type: none"> <li>I am concerned about the older part of Anaheim. Where we are now is a historic district and the rail line is tight (it travels between a lot of residential land uses).</li> <li>There are about four or five streets within the old historic district, which all cross the railroad line. I am concerned about whether these streets would be underground – grade separating is a great idea. I don't know if there is room available to put these below grade.</li> </ul>	3.12 Local Growth, Station Planning and Land Use and Planning; 3.15 Cultural Resources; 6.0 Section 4(f)
	<ul style="list-style-type: none"> <li>Anaheim has recently improved a lot of housing near the tracks. The City has a low-income project that is near completion and is currently built up. It is adjacent to the tracks and separated by a high wall.</li> <li>There is also a large, 40-acre development parcel bounded on one side by the railroad tracks on the east, which has been approved.</li> </ul>	3.11 Socioeconomics, Communities and Environmental Justice
	<ul style="list-style-type: none"> <li>I am concerned about noise and vibration.</li> <li>It would be good to have high-speed trains if they are quieter and have less of a vibration.</li> </ul>	3.3 Noise and Vibration
	<ul style="list-style-type: none"> <li>I believe that a below grade alignment is a great solution, but I do not know if it's feasible with the amount of existing right-of-way. I would like this to be addressed in a Project EIR/EIS.</li> <li>An increase in train activity affects the projects that are already in the pipeline.</li> </ul>	2.0 Alternatives; 4.0 Project Costs and Operations
Marcia Garten	<ul style="list-style-type: none"> <li>There are no environmental issues because it is a preexisting track.</li> <li>I was encouraged by the proposed idea of expanding the rail width and dedicating separate lines for passengers and freight. That would be an excellent utilization of the preexisting rail tracks.</li> <li>It is important to move forward for the long-term benefits of Anaheim/neighboring communities.</li> </ul>	2.0 Alternatives
	<ul style="list-style-type: none"> <li>Safety is a huge concern for City of Anaheim since there was a passenger accident two years ago in East Anaheim.</li> <li>I am pleased to see the separate rail lines (for safety concerns).</li> <li>I encourage HSR to foster a sense of passenger safety.</li> </ul>	3.10 Safety and Security

**Table 8**  
Summary of Verbal Public Scoping Comments

Commenter	Verbal Comments	Relevant EIR/EIS Section(s)
Marcia Garten (continued)	<ul style="list-style-type: none"> <li>Although there is a significant cost, the long-term benefit outweighs the short-term cost.</li> </ul>	4.0 Project Costs and Operations
	<ul style="list-style-type: none"> <li>I am pleased to see the dedication and high level of visual elements presented.</li> <li>I am impressed with staff's eloquence and ability to present information in an understandable format.</li> <li>Keeping the community informed is a critical component in project success.</li> </ul>	7.0 Public and Agency Involvement

## 4.0 Next Steps in the EIR/EIS Process

Following the scoping process, the project team will conduct an Alternatives Analysis (AA) to evaluate proposed alternatives at a more general level than would be conducted in a Draft EIR/EIS in order to provide the California High-Speed Rail Authority Board of Directors with information necessary to determine which alternatives should be fully evaluated through the EIR/EIS process. This analysis will be partially based on the comments received during scoping, including alternatives proposed in scoping comments. Throughout the AA process, the project team will coordinate with federal, state, and local agencies.

Once the Authority has determined which alternatives will be evaluated in the Draft EIR/EIS, the project team will begin an in-depth analysis of existing conditions in the project area and potential impacts of the project alternatives. The Authority will also continue to conduct public outreach to ensure that the public is apprised of the project's progress and has the opportunity to provide input.

The analysis of existing conditions and potential impacts of project alternatives will then be synthesized into the Draft EIR/EIS, and the FRA and the Authority will publish the Draft EIR/EIS. Publication is anticipated in spring 2010. A 60-day comment period will begin following publication of the Notice of Availability in the Federal Register and after filing a Notice of Completion with the California State Clearinghouse. The Authority will distribute notices of availability to those on the project mailing list and to potentially affected property owners. In addition, the EIR/EIS will be posted on the Authority's web site. Public hearings will be provided in the project area to provide the public the opportunity to discuss the project based on information in the EIR/EIS with the project team and provide comments. These public hearings will be advertised in local newspapers, included in the Notice of Availability and Notice of Completion, and posted on the Authority's web site.

After the close of the public comment period and review of agency and public comments on the EIR/EIS, the Authority's Board of Directors, in conjunction with the FRA, will select a preferred alternative based on the analysis in the EIR/EIS and comments received. Identification of the preferred alternative is anticipated at the end of 2010. Additional analysis of the preferred alternative will be conducted and a Final EIR/EIS published. The Final EIR/EIS will respond to comments received on the Draft EIR/EIS and specify mitigation measures for project impacts. As with the Draft EIR/EIS, a Notice of Availability will be published in the Federal Register. The Authority will select the project to be built and prepare a Notice of Determination for the California State Clearinghouse pursuant to CEQA. With appropriate completion of the Final EIR/EIS, the FRA will issue a Record of Decision for the project, which will present the basis for the decision and summarize the mitigation measures that will be incorporated into the project. After the Record of Decision, project final design and construction can commence contingent on funding availability.

## 5.0 Preparers

### UltraSystems Environmental

Gene Anderson,  
Director of Environmental Services

B.A., Environmental Studies, California State University  
Sacramento.

B.A., Study of Religion, University of California at Los  
Angeles. 31 years of experience in preparing CEQA  
and NEPA documents

- Senior Environmental Project Director

Carrie Barton,  
Assistant Project Manager

M.S., Marine Geology & Geochemistry, Massachusetts  
Institute of Technology, Cambridge, MA,  
B.A., Earth Science, University of California at Berkeley,  
Berkeley, CA. 11 years of experience in preparing  
environmental and socioeconomic documents

- Assistant Project Manager

## **Appendix - A**

### **Notice of Preparation and Notice of Intent**

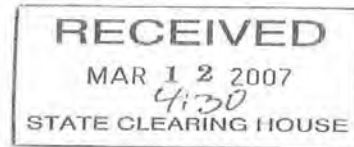




## **Notice of Preparation**

(Received at the State Clearinghouse on March 12, 2007)





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## NOTICE OF PREPARATION

**FROM:** Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

**SUBJECT:** Notice of Preparation of a Project Level Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) section of the California High-Speed Train system, primarily along the LOSSAN Rail Corridor

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Train (HST) system, is issuing this Notice of Preparation of a Project Level EIR/EIS for the section of the HST system from the City of Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]).

The Authority is issuing this notice to solicit public and agency input into the development of the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of the combined EIR/EIS. The Federal Railroad Administration (FRA), an operating administration within the United States Department of Transportation, will serve as federal lead agency for the federal environmental review process complying with the National Environmental Policy Act (NEPA). The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed train system. The FRA will publish a Notice of Intent (NOI) in the *Federal Register* announcing the agency's intention to initiate the federal environmental review process for this section of the HST project.

The Authority and FRA completed a Program EIR/EIS for the California HST System in 2005 as the first-phase of a tiered environmental review process for the proposed California HST System. The Authority certified the Final Program EIR and issued a decision, and FRA issued a Record of Decision in November 2005 on the Final Program EIS, selecting the HST Alternative for further project level environmental review and selecting corridor alignments and potential station locations, including a corridor between Palmdale and Los Angeles. This project level Los Angeles-Orange County HST EIR/EIS will be developed as a second-tier environmental document. Studies will include preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of the HST system, including track, ancillary facilities and stations, along the previously selected Los Angeles-Orange County (LOSSAN) corridor.

**DATES:** Written comments on the scope of the Los Angeles-Orange County HST EIR/EIS should be provided to the Authority at the earliest possible date but not later than 30 days after receipt of this notice. Public scoping meetings are scheduled from April 5-12, 2007 as noted below.

**ADDRESSES:** Written comments on the scope should be sent to Ms. Carrie Pourvahidi, Deputy Director, ATTN. Los Angeles-Orange County, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento CA 95814, or via email with subject line "Los Angeles-Orange County" to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). Comments may also be provided orally or in writing at the scoping meetings.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carrie Pourvahidi at the above noted address.

**SUPPLEMENTARY INFORMATION:** The California High-Speed Rail Authority (Authority) was established in 1996 and is authorized and directed by statute to undertake the planning for the development of a proposed statewide HST network that is fully coordinated with other public transportation services. The Legislature has granted the Authority the powers necessary to oversee the construction and operation of a statewide HST network once financing is secured. As part of the Authority's efforts to implement a high-speed train system, the Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of a 700-mile-long HST system capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High-Speed Train System (statewide program EIR/EIS), as the first-phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS established the purpose and need for the HST system, analyzed a HST alternative, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and the FRA selected the HST Alternative and selected certain corridors/general alignments and general station locations, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST system at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts.

The Los Angeles-Orange County HST EIR/EIS will be one of a number of second-tier environmental reviews for sections of the HST system that FRA and the Authority intend to undertake. It will be tiered from and incorporate by reference the certified statewide program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR § 1508.28) and State CEQA Guidelines (14 C.C.R. § 15168[b]). Tiering will ensure that the Los Angeles-Orange County HST EIR/EIS builds upon all previous work prepared for and incorporated in the statewide program EIR/EIS. The EIR/EIS will be carried out in accordance with FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545 [May 26, 1999]) and will address NEPA and CEQA, and will also continue the NEPA/Clean Water Act Section 404 merger process established through the statewide program EIR/EIS process.

This Los Angeles-Orange County HST EIR/EIS and other project level EIR/EISs will examine a range of project alternatives for portions of the proposed HST system within corridors selected in the statewide program EIR/EIS, as well as a no action alternative. This and other project level EIR/EISs will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of proposed site-specific projects to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This and other project EIR/EISs will identify and evaluate reasonable and feasible site-specific alignment alternatives, and evaluate the impacts from construction, operation, and maintenance of the HST system. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

**Project Objectives/Purpose and Need:** The need for a high-speed train (HST) system is directly related to the expected growth in population and increase in intercity travel demand in California over the next twenty years and beyond. With growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link the major

metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

**Alternatives:** Los Angeles to Orange HST EIR/EIS will consider a No Action or No Project Alternative and HST Alternatives for the Los Angeles to Orange County corridor.

**No Action Alternative:** The take no action (No Project or No Build) alternative is defined to serve as the baseline for assessment of the HST Alternative. The No Build Alternative represents the region's transportation system (highway, air, and conventional rail) as it existed in 2006, and as it would exist after completion of programs or projects currently planned for funding and implementation by 2030. The No Build Alternative defines the existing and future intercity transportation system for the Los Angeles to Orange County corridor based on programmed and funded improvements to the intercity transportation system through 2030, according to the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, and intercity passenger rail plans.

**HST Alternative:** The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, over 700-mile long (1,126-kilometer long), capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour [km/h]) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The Los Angeles to Orange County corridor that was selected by the Authority and FRA with the statewide program EIR/EIS follows the LOSSAN rail corridor as the feasible route option along with a connection between Union Station and the existing LOSSAN rail corridor. See Attachments A and B for maps of the HST system and the Los Angeles to Orange County section of the HST system. (See Attachment A – Alternatives Description and Figures A and B).

Station location options were selected by the Authority and FRA with the statewide program EIR/EIS considering travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential and the distribution of population and major destinations along the route, and local planning constraints/conditions. Alternative station sites at the selected general station locations will be identified and evaluated in this project level EIR/EIS. Station area development policies to encourage transit-friendly development near and around HST stations that would have the potential to promote higher density, mixed-use, pedestrian-oriented development around the stations will be prepared in coordination with local and regional planning agencies. Potential station locations to be evaluated in the Los Angeles-Orange County HST EIR/EIS include: City of Norwalk, Norwalk Transportation Center; and City of Anaheim, Anaheim Regional Transportation Intermodal Center. HST service between Anaheim to Irvine may be considered separately in the future by the Authority. In addition, potential sites for turnback/layover train storage facilities and a main HST repair and heavy maintenance facility will be evaluated in the Los Angeles-Orange County HST EIR/EIS.

**Probable Effects:** The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include: transportation impacts; safety and security; land use, and zoning; secondary development; land acquisition, displacements, and relocations; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

**Scoping and Comments:** The Authority encourages broad participation in the EIR/EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited

from all interested agencies and the public to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, the Authority is interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts identifiable at a project level. In response to this NOP, public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and federal environmental review. The scoping meetings described in this Notice will be advertised locally and included in additional public notification. Scoping meetings are scheduled for the following cities:

- **Union Station/METRO** (Los Angeles), METRO Board Room, One Gateway Plaza, Los Angeles, CA 90012, on April 5, 2007, from 3:00 PM to 5:00 PM and from 6:00 PM to 8:00 PM.
- **Anaheim**, Gordon Hoyt Conference Room, City Hall West, 201 S. Anaheim Boulevard, Anaheim, CA on April 11, 2007, from 3:00 PM to 5:00 PM and from 6:00 PM to 8:00 PM.
- **Norwalk Transportation Center**, Arts & Sports Complex Community Meeting Center (Sproul Room), 13200 Clarkdale Avenue, Norwalk, CA 90651 on April 12, 2007, from 3:00 PM to 5:00 PM and from 6:00 PM to 8:00 PM.

Due to the time limits mandated by State law, public agencies are requested to send their responses to this Notice of Preparation to the Authority at the earliest possible date but not later than 30 days after receipt of this notice. See Attachment B – EIR/EIS Schedule for this segment's timeframe and process.

Please send your response and direct any comments or questions regarding this project to Ms. Carrie Pourvahidi, Deputy Director of the California High-Speed Rail Authority at the address shown above.

Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Mehdi Morshed, Executive Director



## **Attachment A – ALTERNATIVES DESCRIPTION**

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) will consider all reasonable alternative HST alignments and station options at a project level of analysis for the LOSSAN corridor between the cities of Los Angeles and Anaheim. The alternatives will include:

### **NO-PROJECT ALTERNATIVE**

The take no action (No Project or No Build) alternative is defined to serve as the baseline for assessment of the HST Alternative. The No Build Alternative represents the region's transportation system (highway, air, and conventional rail) as it existed in 2006, and as it would exist after completion of programs or projects currently planned for funding and implementation by 2030. The No Build Alternative defines the existing and future intercity transportation system for the Los Angeles to Orange County corridor based on programmed and funded improvements to the intercity transportation system through 2030, according to the following sources of information:

- State Transportation Improvement Program (STIP),
- Regional Transportation Plans (RTPs) for all modes of travel,
- Airport plans, and
- Intercity passenger rail plans (Amtrak Five- and Twenty-year Plans).

### **HIGH-SPEED TRAIN ALTERNATIVE**

The Authority proposes to construct, operate and maintain a 700-mile long (1,126-kilometer long) electric-powered steel-wheel-on-steel-rail HST system capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour [km/h]) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The Los Angeles to Orange County corridor selected by the Authority and FRA with the statewide program EIR/EIS follows the existing BNSF/Metrolink rail corridor (also known as the LOSSAN Corridor) from Los Angeles Union Station as far south as Irvine. The Los Angeles to Orange County HST Project Level EIR/EIS will only consider HST service as far south as Anaheim. HST service between Anaheim to Irvine may be considered separately in the future by the Authority.

Further engineering studies will examine and refine alignments in the selected corridor, including the previously considered alignment option that shares tracks with other passenger services separated from freight with 4 total tracks (2 for passenger rail service and 2 for freight) between Los Angeles and Fullerton. South of Fullerton, the alignment would be two tracks with additional passing tracks located at intermediate stations. The electrified HST would share tracks (at reduced speeds) with non-electric Metrolink commuter rail, Amtrak Surfliner intercity services and occasional freight trains (there are fewer freight operations south of Fullerton). This alignment option is based on the premise that the capacity and compatibility issues associated with the shared operations with existing non-electric service (Surfliners, Metrolink, and freight) will be resolved. Additional alignment options will be considered that involve dedicated HST tracks that may be exclusive to HST service or that may also accommodate Metrolink express services.

### **STATIONS**

Station location options were selected by the Authority and FRA with the statewide program EIR/EIS considering travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential, and the distribution of population and major destinations along the route, and local planning constraints/conditions. Alternative station sites at the selected general station locations will be identified and evaluated in this project level EIR/EIS. Station area development policies to encourage transit-friendly development near and around HST stations will be prepared in coordination with local and regional planning agencies that would have the potential to promote higher density, mixed-use, pedestrian-oriented development around the stations. Potential station locations to be evaluated in the Los Angeles to Orange County HST Project Level EIR/EIS include: City of Los Angeles – Union Station; City of Norwalk – Norwalk Transportation Center; and City of Anaheim – Anaheim Regional

Transportation Intermodal Center (ARTIC). In addition, potential sites for turnback/layover train storage facilities and a main HST repair and heavy-maintenance facility will be evaluated in the Los Angeles to Orange County HST Project Level EIR/EIS. The Statewide HST system and the Los Angeles to Anaheim segment are illustrated on Figures A and B of Attachment A.

**Figure A**  
**Statewide High-speed Train System**  
**Preferred Alignments and Stations Statewide**



Note: The Anaheim to Irvine segment is not included in this environmental document, and will be evaluated separately at a later date.

**Figure B**  
**Los Angeles/Anaheim Segment**



Phase 1 of the Proposed Project is located between Union Station in Los Angeles and the Anaheim Regional Transportation Intermodal Center in Orange County. It is this segment that is being evaluated in the Project-Level EIR/EIS, and is shown as a solid blue line in the above figure.

Phase 2 is located between the Anaheim Regional Transportation Intermodal Center (ARTIC) and the Irvine Station in Orange County. Phase 2 will be evaluated in a future environmental document, and is shown as a dashed blue line in the above figure.



**Attachment B –EIR/EIS SCHEDULE**  
**Los Angeles to Orange County**  
**Summary Schedule**

TASKS	Months												2007												2008												2009											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D												
<b>Project Management</b>																																																
Produce Project Management Plan																																																
Implement QA/QC Plan																																																
Review prior studies																																																
Collect existing data information (as required)																																																
<b>Public Outreach</b>																																																
Initiate public outreach; est. Steering/Advisory Committees																																																
Engage stakeholders																																																
Public scoping/open houses/presentations																																																
<b>Engineering</b>																																																
Preliminary Engineering																																																
<b>Environmental</b>																																																
Project Description, Alternatives and Exhibits																																																
Prepare/Publish Notice of Preparation and Notice of Intent																																																
Scoping (Public and Agency)																																																
Review Draft and Final Program EIR/EIS																																																
Environmental documentation (technical studies)																																																
Prepare Draft EIR/EIS																																																
Refine environmental documentation																																																
Agency Reviews of Draft EIR/EIS																																																
45-Day Public Circulation Period																																																
Prepare Final EIR/EIS																																																
Public Hearings on the Final EIR/EIS and Project																																																
Notice of Determination and Record of Decision																																																



## **Notice of Intent**

(Published in the Federal Register on March 15, 2007)





per day. The relocation of the north-south mainline will require the construction of a new corridor approximately 10 to 13 miles in length depending on the alignment alternative. The east-west corridor may be approximately 8 to 9 miles in length. The relocation of the railroad corridors would eliminate at least 47 grade crossings. The relocated rail corridors would be entirely grade separated.

The numerous grade crossings with high vehicle traffic volumes within the city limits require the CSXT trains to reduce speed as they pass through Vincennes. Two CSXT mainlines cross in the middle of the city, and trains that switch between mainlines move slowly, creating traffic backups, emergency vehicle delays, and delays in rail operations. Frequently, train movements literally cut the city in half. In addition, the large volumes of trains and vehicular traffic crossing the railroad corridor increase the probability of collisions at the crossings.

**Cooperating Agencies:** The Federal Railroad Administration has agreed to serve as a cooperating agency. No others have been yet identified for this project.

**Environmental Issues:** Possible environmental impacts include displacement of commercial and residential properties, increased noise in some areas, decreased noise in other areas, effects to historical properties or archaeological sites, viewshed impacts, impacts to water resources, wetlands, farmed wetlands, prime farmland, sensitive biological species and habitat, land use compatibility impacts, and impacts to agricultural lands.

**Alternatives:** The EIS will consider alternatives that include: (1) Taking no action; (2) rail relocation and reconstruction of railroad line(s) and grade separations on new location.

**Scoping and Comment:** FHWA encourages broad participation in the EIS process and review of the resulting environmental documents. A scoping meeting will be conducted in the City of Vincennes area at a date and place, which will be widely publicized well in advance of the meeting. Comments, questions, and suggestions related to the project and potential environmental concerns are invited from all interested agencies and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are considered and all significant issues are identified. These comments, questions, and suggestions should be forwarded to the address listed above. The public is invited to participate in the scoping process as well. Notices of availability for the Draft EIS, Final EIS, and Record

of Decision will be provided through direct mail, the **Federal Register** and other media. Notification also will be sent to Federal, State, local agencies, persons, and organizations that submit comments or questions. Precise schedules and locations for public meetings will be announced in the local news media. Interested individuals and organizations may request to be included on the mailing list for the distribution of meeting announcements and associated information.

(Catalog of Federal Domestic Assistance Program No. 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to the program).

**Authority:** 23 U.S.C. 315; 23 CFR 771.123; 49 CFR 1.48.

Issued on: March 9, 2007.

**Robert F. Tally, P.E.,**  
Division Administrator, Indianapolis,  
Indiana.

[FR Doc. E7-4725 Filed 3-14-07; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Environmental Impact Statement for the California High Speed Train System From Los Angeles to Orange County, CA

**AGENCY:** Federal Railroad Administration (FRA) Department of Transportation (DOT).

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement.

**SUMMARY:** FRA is issuing this notice to advise the public that FRA and the California High Speed Rail Authority (Authority) will jointly prepare a project level Environmental Impact Statement (EIS) and project level Environmental Impact Report (EIR) for the section of the Authority's proposed California High-Speed Train (HST) System from the City of Los Angeles (Union Station) to Orange County (Anaheim) in compliance with relevant State and federal laws, in particular the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

FRA is issuing this notice to solicit public and agency input into the development of the scope of the EIS and to advise the public that outreach activities conducted by the Authority and its representatives will be considered in the preparation of the combined EIR/EIS. The Authority and

FRA completed a Program EIR/EIS for the California HST System in 2005 as the first-phase of a tiered environmental review process for the proposed California HST System. The Authority certified the Final Program EIR and issued a decision, and FRA issued a Record of Decision in November 2005 on the Final Program EIS, selecting the HST Alternative for further project level environmental review and selecting corridor alignments and potential station locations, including a corridor between Los Angeles and Orange County. The preparation of this project level Los Angeles-Orange County HST EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation, and maintenance of the HST system, including track, ancillary facilities and stations, along the previously selected Los Angeles-Orange County corridor.

**DATES:** Written comments on the scope of the Los Angeles-Orange County HST EIR/EIS should be provided to the Authority by April 24, 2007. Public scoping meetings are scheduled from April 5–April 12, 2007, as noted below.

**ADDRESSES:** Written comments on the scope should be sent to Mr. Dan Leavitt, Deputy Director, ATTN: Los Angeles—Orange County, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with the subject line "Los Angeles-Orange County HST" to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). Comments may also be provided orally or in writing at the scoping meetings scheduled at the following locations:

- **Union Station/METRO** (Los Angeles), METRO Board Room, One Gateway Plaza, Los Angeles, CA 90012, on April 5, 2007, from 3 p.m. to 5 p.m. and from 6 p.m. to 8 p.m.
- **Anaheim**, Gordon Hoyt Conference Room, City Hall West, 201 S. Anaheim Boulevard, Anaheim, CA on April 11, 2007, from 3 p.m. to 5 p.m. and from 6 p.m. to 8 p.m..
- **Norwalk**, Arts & Sports Complex Community Meeting Center (Sproul Room), 13000 Clarkdale Avenue, Norwalk, CA 90651 on April 12, 2007, from 3 p.m. to 5 p.m. and from 6 p.m. to 8 p.m..

**FOR FURTHER INFORMATION CONTACT:** Mr. David Valenstein, Environmental Program Manager, Office of Railroad Development, Federal Railroad Administration, 1120 Vermont Avenue (Mail Stop 20), Washington, DC 20590; Telephone (202) 493-6368, or Mr. Leavitt at the above noted address.

**SUPPLEMENTARY INFORMATION:** The California High-Speed Rail Authority (Authority) was established in 1996 and is authorized and directed by statute to undertake the planning for the development of a proposed statewide HST network that is fully coordinated with other public transportation services. The Legislature has granted the Authority the powers necessary to oversee the construction and operation of a statewide HST network once financing is secured. As part of the Authority's efforts to implement a high-speed train system, the Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of a 700-mile long HST system capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track.

The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. For the proposed HST, it is anticipated that FRA would need to take certain regulatory actions prior to operation.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High-Speed Train System (statewide program EIR/EIS), as the first-phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS established the purpose and need for the HST system, analyzed a HST alternative, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and FRA selected the HST Alternative and selected certain corridors/general alignments and general station locations, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST System at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts.

The Los Angeles-Orange County HST EIR/EIS will be developed as a second-tier, site-specific environmental document. It is one of a number of second-tier environmental reviews for sections of the HST system that FRA and the Authority intend to undertake. It will be tiered from and incorporate by reference the certified statewide program EIR/EIS in accordance with Council on Environmental Quality

(CEQ) regulations (40 CFR 1508.28) and State CEQA Guidelines (14 C.C.R. § 15168[b]). Tiering will ensure that the Los Angeles-Orange County HST EIR/EIS builds upon all previous work prepared for and incorporated in the statewide program EIR/EIS. The EIR/EIS will be carried out in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]) and will address not only NEPA and CEQA, but other applicable statutes, regulations and executive orders, including the 1990 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice. This EIR/EIS process will also continue the NEPA/Clean Water Act Section 404 merger process established through the statewide program EIR/EIS process.

The Los Angeles-Orange County HST EIR/EIS and other project level EIR/EISs will examine a range of project alternatives for portions of the proposed HST system within corridors selected in the statewide program EIR/EIS, as well as a no action alternative. This and other project level EIR/EISs will fully describe site-specific environmental impacts and will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of proposed site-specific projects to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This and other project EIR/EISs will identify and evaluate reasonable and feasible site-specific alignment alternatives, evaluate the impacts from construction, operation, and maintenance of the HST system, and identify mitigation measures. Information and documents regarding the HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

**Purpose and Need:** The need for a HST system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around

California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link the major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

**Alternatives:** The Los Angeles-Orange County HST EIR/EIS will consider a No Action or No Project Alternative and HST Alternatives for the Los Angeles to Orange County corridor.

**No Action Alternative:** The take no action (No Project or No Build) alternative is defined to serve as the baseline for assessment of the HST Alternative. The No Build Alternative represents the region's transportation system (highway, air, and conventional rail) as it existed in 2006, and as it would exist after completion of programs or projects currently planned for funding and implementation by 2030. The No Build Alternative defines the existing and future intercity transportation system for the Los Angeles to Orange County corridor based on programmed and funded improvements to the intercity transportation system through 2030, according to the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, and intercity passenger rail plans.

**HST Alternative:** The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, over 700-mile long (1,126-kilometer long), capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour [km/h]) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The Los Angeles to Orange County corridor that was selected by the Authority and FRA with the statewide program EIR/EIS follows the existing BNSF/Metrolink rail corridor (also known as the LOSSAN Corridor) from Los Angeles Union Station as far south as Irvine. The Los Angeles-Orange County HST EIR/EIS



will consider HST service from Los Angeles to Anaheim. The HST system can provide service to Orange County with a terminus in Anaheim. Beyond Anaheim right-of-way is constrained and environmental conditions are different. HST service beyond Anaheim to Irvine may be considered separately in the future.

Further engineering studies to be undertaken as a part of this EIR/EIS process will examine and refine alignments in the selected corridor, including the alignment option identified in the statewide program EIR/EIS that shares tracks with other passenger services separated from freight trains with 4 total tracks (2 for passenger rail service and 2 for freight service) between Los Angeles and Fullerton and 2 total tracks with additional passing tracks South of Fullerton. With this alignment option, the electrified HST would share tracks (at reduced speeds) with non-electric Metrolink commuter rail, Amtrak Surfliner intercity services and occasional freight trains (there are fewer freight operations south of Fullerton). This alignment option is based on the premise that the capacity and compatibility issues associated with the shared operations with existing non-electric service (Surfliners, Metrolink, and freight) can be resolved. Additional alignment options will be considered that involve dedicated HST tracks that may be exclusive to HST service or that may also accommodate Metrolink express services.

Station location options were selected by the Authority and FRA with the statewide program EIR/EIS considering travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential, and the distribution of population and major destinations along the route, and local planning constraints/conditions. Alternative station sites at the selected general station locations will be identified and evaluated in this project level EIR/EIS. Station area development policies to encourage transit-friendly development near and around HST stations that would have the potential to promote higher density, mixed-use, pedestrian-oriented development will be prepared in coordination with local and regional planning agencies. Potential station locations to be evaluated in the Los Angeles-Orange County HST EIR/EIS include: City of Los Angeles-Union Station; City of Norwalk-Norwalk Transportation Center; and City of Anaheim-Anaheim Regional Transportation Intermodal Center (ARTIC). In addition, potential sites for

turnback/layover train storage facilities and a main HST repair and heavy maintenance facility will be evaluated in the Los Angeles-Orange County HST EIR/EIS.

**Probable Effects:** The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include: Transportation impacts; safety and security; land use and zoning; secondary development; land acquisition, displacements, and relocations; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

**Scoping and Comments:** FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies and the public at large to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts identifiable at a project level. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the project level EIR/EIS. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be advertised locally

and included in additional public notification.

Issued in Washington, DC, on March 9, 2007.

**Mark E. Yachmetz,**

*Associate Administrator for Railroad Development.*

[FR Doc. E7-4710 Filed 3-14-07; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Environmental Impact Statement for the California High Speed Train System from Palmdale to Los Angeles, CA

**AGENCY:** Federal Railroad Administration (FRA) U.S. Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an Environmental Impact Statement.

**SUMMARY:** FRA is issuing this notice to advise the public that FRA and the California High Speed Rail Authority (Authority) will jointly prepare a project level Environmental Impact Statement (EIS) and project level Environmental Impact Report (EIR) for the section of the Authority's proposed California High-Speed Train (HST) System from the City of Palmdale to the City of Los Angeles in compliance with relevant State and federal laws, in particular the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

FRA is issuing this notice to solicit public and agency input into the development of the scope of the EIS and to advise the public that outreach activities conducted by the Authority and its representatives will be considered in the preparation of the combined EIR/EIS. The Authority and FRA completed a Program EIR/EIS for the California HST System in 2005 as the first-phase of a tiered environmental review process for the proposed California HST System. The Authority certified the Final Program EIR and issued a decision, and FRA issued a Record of Decision in November 2005 on the Final Program EIS, selecting the HST Alternative for further project level environmental review and selecting corridor alignments and potential station locations, including a corridor between Palmdale and Los Angeles. The preparation of this project level Palmdale-Los Angeles HST EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and



**Appendix - B**  
**Scoping Meeting Announcements**





### ¿Qué es?

La Autoridad Ferroviaria de Alta Velocidad del Estado de California (CHSRA – por sus siglas en inglés) está proponiendo el servicio de tren de alta velocidad para viajar entre las áreas metropolitanas importantes de California. El servicio funcionará entre la Ciudad de Los Ángeles, al Condado de Orange y San Diego en el sur, y hasta el área de la bahía de San Francisco y Sacramento en el norte.



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY  
c/o CPG  
625 Wilshire Blvd., Suite 1000  
Los Angeles, CA 90017

### California High-Speed Rail Authority LA-OC Corridor

Taking you from Los Angeles  
to Anaheim in 20 minutes



### Autoridad del Tren de Alta Velocidad del Estado de California Corredor Los Angeles- Condado de Orange

Llevándolo de Los Ángeles  
a Anaheim en 20 minutos



### What is it?

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north.





### Where will it go?

The proposed alignment for the Los Angeles to Orange County segment will travel along the existing Los Angeles - San Diego Rail Corridor (LOSSAN) between Los Angeles Union Station and the Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim. The system could potentially continue south-bound to Irvine. This fast, safe and reliable system is forecast to carry more than 100 million passengers annually by the year 2030.

### Everyone Benefits

The benefits of high-speed rail are significant and wide-spread. Highlights include:

- Reduce traffic -- the statewide system will remove over 50 million auto trips per year.
- Improve city streets -- locally, more than 40 existing at-grade railroad street crossings will be separated from vehicle traffic.
- Enhance the economy -- as many as 450,000 jobs will be created.
- Improve the environment -- high-speed trains provide a transportation alternative that will help reduce air pollution, and are energy efficient.
- Better connections -- provides a safer, time and cost efficient alternative to automobiles and will help relieve overcrowding at major airports.

### Environmental Process

The project-level environmental review process has been initiated in the high-speed rail corridor between Los Angeles and Anaheim.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the California High Speed Rail Authority (CHSRA) in cooperation with the Federal Railroad Administration (FRA) has issued a Notice of Intent and Notice of Preparation (NOI/NOP) for the preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS).



As part of the initial phase of the environmental process, public scoping meetings will be hosted to receive public comment on the issues that should be examined as part of the environmental analysis. Your comments will be considered in the preparation of the environmental document and will become part of the public record.

### Get Involved

Public scoping meetings will be held along the corridor to provide members of the public with an opportunity to learn about the project ask questions and provide feedback. Please join us for one of the following meetings:

- **Thursday, April 5, 2007**  
Scoping meeting  
3:00-5:00 p.m.  
6:00-8:00 p.m.  
LA County Metro Board Room  
One Gateway Plaza  
Los Angeles, CA
- **Wednesday April 11, 2007**  
Scoping meeting  
3:00-5:00 p.m.  
6:00-8:00 p.m.  
Anaheim City Hall West  
Gordon Hoyt Conference Room  
201 South Anaheim Boulevard  
Anaheim, CA
- **Thursday, April 12, 2007**  
Scoping meeting  
3:00-5:00 p.m.  
6:00-8:00 p.m.  
Norwalk Arts and Sports Complex  
Multi-Purpose Room  
13000 Clarkdale Avenue  
Norwalk, CA

If you are unable to attend a meeting, public scoping comments regarding the LA to Anaheim segments will be accepted until April 27, 2007, send to: Mr. Dan Leavitt, Deputy Director, California High Speed Rail Authority, Los Angeles - Orange County Segment - 925 L Street, Suite 1426, Sacramento, CA 95814.

### For More Information

Copies of the NOP/NOI may be viewed at the public scoping meetings, or by going to <http://www.cahighspeedrail.gov/>. If you have any questions, please call us at (877) 724-5422.

### ¿A dónde irá?

La alineación (o ruta) propuesta para el segmento entre la estación de tren Union Station en la Ciudad de Los Angeles y el Centro Regional de Transportación Intermodal de Anaheim (ARTIC) correrá a lo largo del ferrocarril existente entre Los Angeles y San Diego (conocido como la ruta LOSSAN) con paradas en las ciudades de Norwalk y Anaheim. El sistema tiene potencial de continuar hacia el sur hasta llegar a Irvine. Se pronostica que este sistema rápido, seguro y confiable transportará más de 100 millones de pasajeros para el año 2030.

### Todos Beneficiamos

Los beneficios del tren de alta velocidad son extensos. Algunos beneficios incluyen:

- Reducir tráfico- este sistema estatal eliminará más de 50 millones de viajes de auto por año de las carreteras.
- Mejorar las calles de la ciudad- localmente, más de 40 existentes cruces de tren serán elevados y separados del tráfico vehicular.
- Aumentar la economía- creará hasta 450,000 nuevos empleos.
- Mejorar el medio ambiente -- trenes de alta velocidad proveen un método alternativo de transportación que ayuda reducir la contaminación del aire y usa energía más eficientemente.
- Mejores conexiones -- provee una alternativa segura, rápida y de costo eficaz a automóviles que además reducirá el atestamiento en los aeropuertos regionales de mayor uso.

### Proceso Ambiental

Se ha iniciado el proceso de revisión ambiental a nivel de proyecto en el corredor de alta velocidad entre Los Angeles y Anaheim.

De acuerdo a la Ley de Calidad Ambiental de California (CEQA) y la Ley Ambiental Nacional (NEPA), la Autoridad Ferroviaria de Alta Velocidad de California (CHSRA) en cooperación con la Administración del Ferrocarril Federal (FRA) ha distribuido un Aviso de Preparación y un Aviso de Intento (NOP/NOI) para la preparación de un Borrador de Reporte/Declaración de Impacto Ambiental (EIR/EIS).



Como parte de la fase inicial de la revisión ambiental, reuniones públicas de ámbito se llevarán a cabo para recibir comentarios sobre los temas que deben ser examinados como parte del análisis ambiental. Sus comentarios serán considerados en la preparación del documento ambiental y serán parte del archivo público.

### Sea Parte

Reuniones públicas se llevarán a cabo en ciudades dentro del corredor propuesto para dar a los miembros del público una oportunidad de aprender sobre el proyecto, hacer preguntas y proveer comentarios. Por favor acompañenos en unas de las siguientes reuniones:

- **Jueves, 5 de abril del 2007**  
Reunión de Ámbito  
3:00 p.m. - 5:00 p.m.  
6:00 p.m. - 8:00 p.m.  
LA County Metro Board Room  
One Gateway Plaza  
Los Angeles
- **miércoles, 11 de abril del 2007**  
Reunión de Ámbito  
3:00 p.m. - 5:00 p.m.  
6:00 p.m. - 8:00 p.m.  
Gordon Hoyt Conference Room  
Anaheim City Hall West  
Gordon Hoyt Conference Room  
201 South Anaheim Boulevard  
Anaheim
- **Jueves, 12 de abril del 2007**  
Reunión de Ámbito  
3:00 p.m. - 5:00 p.m.  
6:00 p.m. - 8:00 p.m.  
Norwalk Arts and Sports Complex  
Multipurpose Room  
13000 Clarkdale Avenue  
Norwalk

Si no puede asistir las reuniones, cualquier comentario sobre el segmento entre Los Angeles y Anaheim será aceptado hasta el 27 de abril del 2007. Por favor envíe sus comentarios al: Sr. Dan Leavitt, Deputy Director, California High Speed Rail Authority, Los Angeles - Orange County Segment - 925 L Street, Suite 1426, Sacramento, CA 95814.

### Para Más Información

Copias del NOI/NOP pueden ser revisadas en las reuniones públicas o al visitar la página web: <http://www.cahighspeedrail.gov>

Si tiene alguna pregunta, por favor llámenos al (877) 724-5422.





**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

DRAFT PROJECT LEVEL ENVIRONMENTAL IMPACT REPORTS/  
ENVIRONMENTAL IMPACT STATEMENTS  
PROPOSED CALIFORNIA HIGH-SPEED RAIL PROJECT  
LOS ANGELES TO ORANGE COUNTY SEGMENT

## **NOTICES OF PREPARATION AND PUBLIC SCOPING MEETING**

The California High-Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) are releasing two Notices of Preparation (NOP) and Notices of Intent (NOI – published in the Federal Register) for the preparation of Draft Environmental Impact Reports/Environmental Impact Statements (EIR/EIS) for Los Angeles to Orange County and Los Angeles to Palmdale segments of the proposed California High-Speed Rail project. The Los Angeles to Orange County segment is proposed to travel along the existing Los Angeles-San Diego Rail corridor (LOSSAN) between Los Angeles' Union Station and the Anaheim Regional Transportation Intermodal Center with a potential stop in Norwalk. The proposed Los Angeles to Palmdale alignment will follow the existing Metrolink rail lines along San Fernando Road through Los

Angeles, Glendale, Burbank and San Fernando, before continuing along Soledad Canyon Road through the Santa Clarita Mountains into Palmdale. The NOP/NOI for each segment is being publicly circulated for a period of 30 days beginning on March 15, 2007 and ending on April 27, 2007. All written comments must be submitted to Mr. Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, California 95814 no later than 5:00 p.m. on April 27, 2007. The CHSRA and FRA are hosting public scoping meetings for the general public to receive public comment regarding the scope of the environmental analysis to be addressed in the Draft EIR/EIS documents.

Join us to learn more about this proposed project and provide input into the environmental process.

### **Public Scoping Meetings**

(L.A. to Palmdale Segment)

#### **Wednesday, April 4, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Glendale Public Library  
222 E. Harvard St.  
Glendale, CA

#### **Thursday, April 12, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Palmdale City Hall  
38300 Sierra Hwy.  
Palmdale, CA

#### **Tuesday, April 10, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Sylmar Park Recreation Center  
13109 Borden Ave.  
Sylmar, CA

#### **Tuesday, April 17, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

LA River Center & Garden  
570 W. Ave 26  
Los Angeles, CA

### **Public Scoping Meetings**

(L.A. to Orange County Segment)

#### **Wednesday April 11, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Anaheim City Hall West  
Gordon Hoyt  
Conference Room  
201 South Anaheim Boulevard  
Anaheim, CA

#### **Thursday, April 12, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Norwalk Arts and Sports  
Complex  
Multi-Purpose Room  
13000 Clarkdale Avenue  
Norwalk, CA

### **Public Scoping Meetings**

(Both Segments)

#### **Thursday, April 5, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

LA County Metro  
Board Room  
One Gateway Plaza  
Los Angeles, CA

For more information regarding these meetings, please call  
(877) 724-5422 or visit the proposed project's website at  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)



**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

BORRADOR DEL REPORTE DE IMPACTO AMBIENTAL/  
DECLARACIÓN DE IMPACTO AMBIENTAL  
PROYECTO PROPUESTO DE SERVICIO DE TREN DE ALTA  
VELOCIDAD ALINEACIONES DE LOS ANGELES AL  
CONDADO DE ORANGE Y DE LOS ANGELES A PALMDALE

## AVISOS DE PREPARACIÓN Y REUNIONES DE ÁMBITO

La Autoridad Ferroviaria de Trenes De Alta Velocidad de California (CHSRA, por sus siglas en inglés) y la Administración Federal del Ferrocarril (FRA) ha distribuido un Aviso de Preparación (NOP) y un Aviso de Intento (NOI - publicado en el Federal Register) para la preparación de dos Borradores de Reporte de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS) para el proyecto propuesto de desarrollar un sistema de tren de alta velocidad en California. Un Borrador EIR/EIS estudia la alineación (o ruta) ferroviaria entre la Ciudad de Los Angeles y el Condado de Orange que propone correr a lo largo de la ruta de ferrocarril actual Los Angeles-San Diego (LOSSAN) entre la estación de tren Union Station en el Centro de Los Angeles y el Centro Regional de Transportación Intermodal de Anaheim (ARTIC), con una posible parada en Norwalk. El segundo Borrador estudia la alineación entre Los Angeles y Palmdale que propone seguir la línea ferroviaria de Metrolink sobre San Fernando Road en las ciudades de Los

Angeles, Glendale, Burbank y San Fernando, antes de continuar a lo largo de Soledad Canyon Road por las montañas de Santa Clarita hasta Palmdale. Se aceptarán comentarios sobre el NOP/NOI para cada alineación durante los próximos 30 días empezando el 15 de marzo del 2007 hasta el 27 de abril del 2007. Comentarios deberán ser dirigidos al Sr. Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, California 95814 antes de las 5:00 p.m. el 27 de abril del 2007. Las agencias CHSRA y FRA estarán presentando reuniones de ámbito para recibir comentarios del público sobre temas que serán examinados y considerados como parte del análisis ambiental en la preparación de los Borradores EIR/EIS.

Acompañenos para informarse y proveer comentarios sobre el estudio ambiental de este proyecto.

### Reuniones De Ámbito

(Alineación de L.A. to Palmdale)

**miércoles, 4 de abril de 2007**

*Reunión de Ámbito*

6 p.m. – 8 p.m.

Glendale Public Library

222 E. Harvard St.

Glendale, CA

**jueves, 12 de abril de 2007**

*Reunión de Ámbito*

6 p.m. – 8 p.m.

Palmdale City Hall

38300 Sierra Hwy.

Palmdale, CA

### Reuniones De Ámbito

(Alineación de L.A. to O.C.)

**miércoles, 11 de abril de 2007**

*Reunión de Ámbito*

6 p.m. – 8 p.m.

Anaheim City Hall West

Gordon Hoyt

Conference Room

201 South Anaheim Boulevard

Anaheim, CA

**jueves, 12 de abril de 2007**

*Reunión de Ámbito*

6 p.m. – 8 p.m.

Norwalk Arts and Sports Complex

Multi-Purpose Room

13000 Clarkdale Avenue

Norwalk, CA

### Reuniones De Ámbito

(Dos Alineaciones)

**jueves, 5 de abril de 2007**

*Reunión de Ámbito*

6 p.m. – 8 p.m.

LA County Metro

Board Room

One Gateway Plaza

Los Angeles, CA

Para mas información acerca  
de estas reuniones, favor de  
llamar al (877) 724-5422 o  
visite la página de internet del  
propuesto proyecto al  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)



**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

DRAFT PROJECT LEVEL ENVIRONMENTAL IMPACT REPORT/  
ENVIRONMENTAL IMPACT STATEMENT  
PROPOSED CALIFORNIA HIGH-SPEED RAIL PROJECT  
LOS ANGELES TO ORANGE COUNTY SEGMENT

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The California High-Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) are releasing the Notice of Preparation (NOP) and Notice of Intent (NOI – published in the Federal Register) for the preparation of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to Orange County segment of the proposed California High-Speed Rail project. The Los Angeles to Orange County segment is proposed to travel along the existing Los Angeles-San Diego Rail corridor (LOSSAN) between Los Angeles' Union Station and the Anaheim Regional Transportation Intermodal Center with a potential stop in Norwalk.

The NOP/NOI is being publicly circulated for a period of 30 days beginning on March 15, 2007 and ending on April 27, 2007. All written comments must be submitted to Mr. Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, California 95814 no later than 5:00 p.m. on April 27, 2007. The CHSRA and FRA are hosting public scoping meetings for the general public to receive public comment regarding the scope of the environmental analysis to be addressed in the Draft EIR/EIS.

Join us to learn more about this proposed project and provide input into the environmental process.

### **— Public Scoping Meetings —**

#### **Thursday, April 5, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

LA County Metro Board Room

One Gateway Plaza

Los Angeles, CA

#### **Wednesday April 11, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Anaheim City Hall West

Gordon Hoyt

Conference Room

201 South Anaheim Boulevard

Anaheim, CA

#### **Thursday, April 12, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

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6:00 - 8:00 p.m.

Norwalk Arts and Sports Complex

Multi-Purpose Room

13000 Clarkdale Avenue

Norwalk, CA

**For more information regarding these meetings, please call (877) 724-5422 or visit the proposed project's website at [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)**





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

## JUNTA INVESTIGATIVA

# Bienvenidos . . .

El propósito de la junta de esta noche es proporcionarles a ustedes una oportunidad de aprender acerca de los segmentos del proyecto en el Sur de California de la Autoridad de Ferroviaria de Alta Velocidad de California (CHSRA), así como proveerles reacciones en áreas de inquietud o éfoque según lo relevante al Informe / Declaración de Impacto Ambiental.

Sus comentarios e ideas son importante para nosotros, de modo que visiten por favor la Estación de Comentarios para darnos sus reacciones.

### La Programación de Hoy

3:00 – 3:45 p.m.	6:00 – 6:45 p.m.	<b>Casa Abierta</b> (Visite las estaciones de información y hablen con el personal del proyecto)
3:45 – 4:20 p.m.	6:45 – 7:20 p.m.	<b>Presentación</b>
4:20 – 5:00 p.m.	7:20 – 8:00 p.m.	<b>Casa Abierta / Comentarios del Público</b>

### Estaciones

- ✓ Bienvenida/Registro de asistencia
- ✓ Ferrocarriles de Alta Velocidad en California
- ✓ Ferrocarril de Alta Velocidad en el Sur De California
- ✓ Asuntos Ambientales
- ✓ Los Sigüientes Pasos
- ✓ Comentarios

Las hojas de comentarios están a disposición el la *Estación de Comentarios*. **Por favor llenen una hoja de comentarios.** Los formularios llenos pueden ser entregados a cualquier miembro del personal, depositados en la caja de comentarios, o enviados por correo a la dirección indicada abajo. **También pueden proporcionar sus reacciones a nuestro registrador.**

Para presentar hojas completas de comentarios,  
envíe por correo a:

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Para más información:

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

## *¡Gracias por venir!*

## **Appendix - C**

### **Scoping Meeting Distribution List and Newspaper Notices / Articles**





## **Scoping Meeting Distribution List**





### California High-Speed Rail Distribution List LA to OC Section

Name	Title	Agency	Department	Phone	Street Address	City	State	ZIP Code	E-Mail Address	Fax	Notes
Terri Dickerson		California Department of Fish and Game	South Coast Office ( Los Angeles & Orange Counties)	949/363-7538	49-49 Viewridge Avenue	San Diego	CA	92123		858/467-4299	
		California Department of Fish and Game	South Coast Region 5		1508 North Harding Avenue	Pasadena	CA	91104			
Johnathan Snyder	Biologist	U.S. Fish & Wildlife Service	Carlsbad Fish & Wildlife Service ( Los Angeles & Orange Counties)	760/431-9440 x307	6010 Hidden Valley Road	Carlsbad	CA	92011	<a href="mailto:johnathan_d_snyder@fws.gov">johnathan_d_snyder@fws.gov</a>		
Ken Wong	Branch Chief L.A. County	U.S. Army Corps of Engineers	Los Angeles District - Southern CA Area Office	213/452-3290	32330 Santa Ana Canyon Road	Highland	CA	92346	<a href="mailto:kenneth.wong@usace.army.mil">kenneth.wong@usace.army.mil</a>	909/389-9406	
Adam Fischer	401 Water Quality Certification Coordinator	Santa Ana Regional Water Quality Control Board	Orange County-Region 8	909/320-6363	3737 Main Street, Suite 500	Riverside	CA	92501-3348	<a href="mailto:afischer@rb8.swrqb.ca.gov">afischer@rb8.swrqb.ca.gov</a>		
Augustine Anijelo	Assistant Executive Officer for General Permitting	Los Angeles Regional Water Quality Control Board	Los Angeles-Region 4	213/576-6657	320 W. 4th Street, Suite 200				<a href="mailto:aanijelo@waterboards.ca.gov">aanijelo@waterboards.ca.gov</a>		Wetlands: 213/576-6689
Steve Smith	CEQA Supervisor	South Coast AQMD	CEQA	909/396-3034	21865 Copley Drive	Diamond Bar	CA	91765	<a href="mailto:ssmith@aqmd.gov">ssmith@aqmd.gov</a>		
James Koizumi	CEQA (and non-CEQA)	South Coast AQMD	CEQA and Non-CEQA	909/396-3234	21865 Copley Drive	Diamond Bar	CA	91765			
Elaine Chang	Deputy Executive Officer	Fullerton	Planning	909/396-3186	21865 Copley Drive	Diamond Bar	CA	91765	<a href="mailto:echang@aqmd.gov">echang@aqmd.gov</a>		
Carol Gomez	Planning and Rules Mgr	South Coast AQMD	Planning	909/396-3264	21865 Copley Drive	Diamond Bar	CA	91765	<a href="mailto:cgomez@aqmd.gov">cgomez@aqmd.gov</a>		
Antonio Thomas	Senior Transportation Specialist	South Coast AQMD	Planning	909/396-3285	21865 Copley Drive	Diamond Bar	CA	91765	<a href="mailto:athoma@aqmd.gov">athoma@aqmd.gov</a>		
Chung Liu	Deputy Executive Officer	South Coast AQMD	Science and Technology Advancement	909/396-2105	21865 Copley Drive	Diamond Bar		91765	<a href="mailto:cliu@aqmd.gov">cliu@aqmd.gov</a>		
		South Coast AQMD	Environmental Review Section		9150 Flair Drive	El Monte	CA	91731			
Mark Wingroend	Director of Planning	Los Angeles	Department of City Planning	213/978-1271	200 North Spring Street	Los Angeles	CA	90012	<a href="http://www.lacity.org/PLN/">www.lacity.org/PLN/</a>	213/978-1275	
Sheri Vander Dusem	Director	Anaheim	Planning Department	714/765-5139	200 South Anaheim Boulevard, Suite 162	Anaheim	CA	92805	<a href="mailto:planning@anaheim.net">planning@anaheim.net</a>	714/765-5280	

90622	<a href="mailto:rwarsinski@buenspark.com">rwarsinski@buenspark.com</a>	714/562-3770		Rick Warsinski	Community Development Director	Buena Park	Community Development Department	714/562-3620	6650 Beach Boulevard	Buena Park	CA
90201		323/771-9473		Dennis Tarango	Chief Planner	Bell	Planning Department	323/588-6211	6330 Pine Avenue	Bell	CA
90040	<a href="mailto:robertz@ci.commerce.ca.us">robertz@ci.commerce.ca.us</a>	323/887-4441		Bob Zarilli	City Planner	City of Commerce	Planning Department	323/772-4805 x2337	2535 Commerce Way	Commerce	CA
92832	<a href="mailto:joelr@ci.fullerton.ca.us">joelr@ci.fullerton.ca.us</a>	714/738-3110		Joel Rosen	Chief	Fullerton	Development Services Department, Planning Division	714/738-6547	303 West Commonwealth Avenue	Fullerton	CA
90638	<a href="mailto:citycontact@cityoflamirada.org">citycontact@cityoflamirada.org</a>	562/943-1464		John J. Di Mario	Director	La Mirada	Community Development Department	562/943-0131	13700 La Mirada Boulevard	La Mirada	CA
90650	<a href="mailto:kanderson@ci.norwalk.ca.us">kanderson@ci.norwalk.ca.us</a>	562/929-5773		Kurt Anderson	Director of Community Development	Norwalk	Community Development Department, Planning	562/929-5744	12700 Norwalk Boulevard	Norwalk	CA
90660	<a href="http://www.ci.pico-rivera.ca.us/homepage.html">www.ci.pico-rivera.ca.us/homepage.html</a>	562/949-7506		Jeff Brauckman	Director	Pico Rivera	Community Development Department, Planning Division	562/801-4332	6615 South Passions Boulevard	Pico Rivera	CA
90670	<a href="mailto:BobOrpin@santafesprings.org">BobOrpin@santafesprings.org</a>	562/868-7112		Robert Orpin	Director	Santa Fe Springs	Department of Planning and Development	562/868-0511 x211	11710 Telegraph Road	Santa Fe Springs	CA
90058	<a href="mailto:kvilson@ci.vernon.ca.us">kvilson@ci.vernon.ca.us</a>	213/588-2761		Kevin Wilson	Director of Community Services	Vernon	Planning Department	213/583-8811	4305 Santa Fe Avenue	Vernon	CA
90012	<a href="mailto:jhartl@planning.co.la.ca.us">jhartl@planning.co.la.ca.us</a>	213/626-6490		James Hartl	Director	Los Angeles County	Department of Regional Planning	213/974-6401	320 West Temple Street, Room 1390	Los Angeles	CA
92703	<a href="http://www.pdsd.oc.ca.gov">www.pdsd.oc.ca.gov</a>	714/834-7425		Thomas Matthews	Planning Director	Orange County	Planning and Development Services Department	714/834-4643	300 North Flower	Santa Ana	CA
92863-1584				Darrell Johnson	Manager, Local and Capital Programs	OCTA	Planning, Development and Commuter Services	714/560-5343	550 S. Main St.	Orange	CA
90017	<a href="http://www.scaq.ca.gov">www.scaq.ca.gov</a>	213/236-1825		Mark Pisano	Executive Director	Southern California Association of Governments (SCAG)	Member Jurisdictions: Los Angeles & Orange Counties	213/236-1800	P.O. Box 14184	Los Angeles	CA
91203	<a href="http://www.la.lafco.org">www.la.lafco.org</a>	818/254-8373		Larry Calamine	Executive Officer	San Joaquin Hills Regional Council of Governments (LAFCO)	Los Angeles	818/254-2454	Orange, CA 92863-1584	Glendale	CA
92701	<a href="http://www.orange.lafco.ca.gov">www.orange.lafco.ca.gov</a>	714/834-2643		Dana Smith	Executive Officer	LAFCO	Orange County	714/834-2556	12 Civic Center Plaza, Room 235	Santa Ana	CA
95812		915/445-5025				Air Resources Board		916/322-2990	1001 I Street / P.O. Box 2815	Sacramento	CA
90020-1975				Joan Rupert	Facilities Planner I	County of Los Angeles	Department of Parks and Recreation		433 South Vermont Avenue, 4th Floor	Los Angeles	CA
91302						California Department of Parks and Recreation	Los Angeles District		1925 La Virgenes Road	Calabasas	CA
						State Department of Health	Environmental Management Branch		1449 W. Temple Street		CA



## California High-Speed Rail Distribution List LA to OC Section

Name	Title	Agency	Department	Phone	Street Address	City	State	ZIP Code	E-Mail Address	Fax	Notes
		The California Native Plant Society			4444 Longridge Avenue	Sherman Oaks	CA	91423			
		Citizens for a Better Environment			971 N. La Cienega Boulevard	Los Angeles	CA	90069			
Paul Preisia		County of Los Angeles	County Sanitation Districts		P.O. Box 4998	Whittier	CA	90607-4998			
		State Department of Conservation	Division of Oil and Gas		6401 Telephone Road	Ventura	CA	93003			
		California Department of Transportation	Environmental Review Section - District 7		120 South Spring Street 1-A	Los Angeles	CA	90012			
		Los Angeles City Department of Transportation	Environmental Review Section - District 7		200 N. Spring Street	Los Angeles	CA	90012			
		California Department of Transportation (Caltrans)	District 7		100 South Main Street	Los Angeles	CA	90012			
		Metropolitan Water District			P.O. Box 54153	Los Angeles	CA	90054			
		Los Angeles City	Department of Water and Power		111 N. Hope Street	Los Angeles	CA	90051-0100			
		Public Utilities Commission			107 S. Broadway Street	Los Angeles	CA				
		Santa Monica Mountains Conservancy	Solstice Canyon Park		3700 Solstice Canyon Road	Malibu	CA	90265			
		National Park Service	Environmental Review		22900 Ventura Boulevard	Woodland Hills	CA	91364			
		California Air Resources Board			9528 Telstar Avenue	El Monte	CA	91731			
		California Integrated Waste Management Board	Permitting and Inspection Branch, MS #15		8800 Cal Center Drive	Sacramento	CA	95826			
		Regional Water Quality Control Board			101 Centre Plaza Drive	Monterey Park	CA	91754-2156			
		California Department of Conservation	Department of Conservation	916/322-1080	801 K Street, 24th Floor	Sacramento	CA	95814		916-445-0732	
		Energy Commission		916/654-4162	P.O. Box 944295		CA	94244-4295			
916-654-3882			Environmental Protection Agency	CAL/EPA	916/554-1313	P.O. Box 2815	Sacramento	CA	95814		
916-657-3355			California	Department of Parks and Recreation	916/653-6725	P.O. Box 942896	Sacramento	CA	94296-0001		
916-324-3158			California	Department of Toxic Substances Control	916/324-1826	P.O. Box 808	Sacramento	CA	95812-0806		
916-653-7757			California	Department of Transportation (Caltrans)	916/653-6557	P.O. Box 942874, MS-127	Sacramento	CA	94274		
916-653-9028			California	Department of Water Resources	916/653-5791	P.O. Box 942836	Sacramento	CA	942836		
213-241-8462		Ester Wong	Assistant Superintendent	LAUSD	Environmental Health & Safety	213/241-2460	333 South Beaudry Avenue, 21st Floor	Los Angeles	CA	90017	
			Department of Toxic Substances Control	Environmental Review		1011 N. Grandview Avenue	Glendale	CA	91201		
			Metropolitan Transportation Authority	Planning Division		One Gateway Plaza	Los Angeles	CA	90012-2932		
			Mountains Recreation & Conservation Authority	Environmental Review		5810 Ramirez Canyon Road	Malibu	CA	90265		
			Resource Conservation District of the Santa Monica Mountains	Environmental Review		122 N. Topanga Boulevard	Topanga	CA	90290		
			Santa Monica Mountains Conservancy			5750 Ramirez Canyon Road	Malibu	CA	90265		
			Sierra Club	Support Services		3435 Wilshire Boulevard, Suite 320	Los Angeles	CA	90010		
			Southern California Edison Company	Environmental Review		800 West Cienega Avenue	San Dimas	CA	91773		
			California Regional Water Quality Control Board	Los Angeles Region		320 West 4th Street, Suite 200	Los Angeles	CA	90013		
			State Clearinghouse			P.O. Box 3044	Sacramento	CA	95812-3044		
			Chief Administrative Office	Strategic Planning Kenneth Hahn County Hall Administration		500 W. Temple Street, Room 726	Los Angeles	CA	90012		
			City of Los Angeles	Department of Public Works Bureau of Sanitation		433 S. Spring Street, Suite 400	Los Angeles	CA	90013		





# California High-Speed Rail Distribution List

## LA to OC Section

Name	Title	Agency	Department	Phone	Street Address	City	State	ZIP Code	E-Mail Address	Fax	Notes
		County of Los Angeles	Department of Animal Care and Control		11258 S. Garfield Avenue	Downey	CA	90242			
		County of Los Angeles	Department of Beaches and Harbors		13837 Fiji Way	Marina Del Rey	CA	90292			
		County of Los Angeles	Public Library		7400 E. Imperial Hwy	Downey	CA	90241-7011			
		County of Los Angeles	Public Library		P.O. Box 7011	Downey	CA	90241-7011			
		County of Los Angeles	Department of Public Works, Environmental Programs		900 South Fremont Avenue	Alhambra	CA	91803			
		County of Los Angeles	Dept of Public Works, Land Development Division		900 South Fremont Avenue	Alhambra	CA	91803			
		County of Los Angeles	Dept of Public Works, Geotechnical & Materials Engineering Division		900 South Fremont Avenue	Alhambra	CA	91803			
		County of Los Angeles	Dept of Public Works, Traffic and Lighting		900 South Fremont Avenue	Alhambra	CA	91803			
		County of Los Angeles Fire Department	Forestry Division, Prevention Bureau		5823 Rickenbacker Road, Rm. 123	Commerce	CA	90040			
		County of Los Angeles Fire Department	Health Hazardous Materials Division/ Site Mitigation		5825 Rickenbacker Road	Commerce	CA	90040			
		County of Los Angeles Health Services	Mountain, Rural Water, Sewage, and Subdivisions Program		5050 Commerce Drive, Room 115	Baldwin Park	CA	91706-1423			
		County of Los Angeles Health Services	Environmental Planning & Evaluation		5050 Commerce Drive, Room 115	Baldwin Park	CA	91706-1423			
		County of Los Angeles Health Services	Solid Waste Management Programs		5050 Commerce Drive, Room 115	Baldwin Park	CA	91706-1423			
		County of Los Angeles Health Services	Environmental Hygiene		5050 Commerce Drive, Room 115	Baldwin Park	CA	91706-1423			
		County of Los Angeles Office of the County Counsel	Hall of Administration Room 822		500 W. Temple Street	Los Angeles	CA	90012			
		County of Los Angeles Sheriff Department	Lancaster - Area #2		501 W. Lancaster Boulevard	Lancaster	CA	93534			
		County of Los Angeles Sheriff Department	Marina Del Rey Station		13851 Fiji Way						

		Department	Marina Del Rey Station		13851 Fiji Way	Marina Del Rey	CA	90292			
	Acting Chief	County of Los Angeles Sheriff Department			4700 Ramona Boulevard	Monterey Park	CA	91754			Marvin J. Dixon
	Director of Facilities Planning	County of Los Angeles Sheriff Department			1000 S. Fremont Avenue Building A9-East/5th Floor North	Alhambra	CA	91803			Mr. Gary T. K. Ts
		County of Los Angeles Sheriff Department	Office of Administrative Services		4700 Ramona Boulevard	Monterey Park	CA	91754			
		County of Los Angeles Sheriff Department	Santa Clarita Valley Area 1 Station		23740 W. Magic Mountain Parkway	Valencia	CA	91355			
		County of Los Angeles Sheriff Department	Palmdale Station		750 E. Avenue Q	Palmdale	CA	93550			
abe	Supervisor 4th District	County of Los Angeles	Hall of Administration Room 822		500 W. Temple Street	Los Angeles	CA	90012			Honorable Don K.
Molina	Supervisor 1th District	County of Los Angeles	Hall of Administration Room 856		500 W. Temple Street	Los Angeles	CA	90012			Honorable Gloria
TD,	Mayor, Supervisor 5th District	County of Los Angeles	Hall of Administration Room 869		500 W. Temple Street	Los Angeles	CA	90012			Honorable Michael Antonovich
	Supervisor 2nd District	County of Los Angeles	Hall of Administration Room 866		500 W. Temple Street	Los Angeles	CA	90012			Honorable Yvonn Brathwaite-Burke
roslavsky		County of Los Angeles	Hall of Administration Room 821		500 W. Temple Street	Los Angeles	CA	90012			Honorable Zev Ya
	Planning Deputy, Supervisor 3rd District	County of Los Angeles	Hall of Administration Room 821		500 W. Temple Street	Los Angeles	CA	90012			Vivian Rescalvo
		Los Angeles County Canyon Library			18601 Soledad Canyon Road	Santa Clarita	CA	91351			
		Angeles National Forest			701 N. Santa Anita Avenue	Arcadia	CA	91006			
		Bureau of Land Management			2800 Cottage Way, Room W-1834	Sacramento	CA	95825			
		Edwards Air Force Base	AFMTC/XFX		One South Rosamond Boulevard	Edwards Air Force Base	CA	91524-1036			
		Federal Aviation Administration			P.O. Box 92007	Los Angeles	CA	90009			Pam Jeilum
		U.S. Department of the Army	Los Angeles District Corps of Engineers		P.O. Box 532711	Los Angeles	CA	90053			
		U.S. Department of the Interior	National Park Service Santa Monica Mountains National Recreation Area		401 W. Hillcrest Drive	Thousand Oaks	CA	91360			

**California High-Speed Rail Distribution List  
LA to OC Section**

Name	Title	Agency	Department	Phone	Street Address	City	State	ZIP Code	E-Mail Address	Fax	Notes
		California Highway Patrol	Orange County Operations	714/892-4426	13200 Golden West Street	Westminster	CA	92683			

## **Newspaper Notices / Articles**





<b>Summary of Newspaper Advertisements</b>		
<b>Organization</b>	<b>Run Date</b>	<b>Notes</b>
LA Times	<b>Run on 3/14 and 3/15</b>	Combo ad, ran twice due to edits made after their deadline Published again on 3/15 with corrections.
Rafu Shimpō	<b>Run on 3/15</b>	Combo ad, required 4 to 5 days notice.
La Opinion	<b>Run on 3/15</b>	Combo ad. Required ad placement two days prior to run date.
LB Press Telegram	<b>Run on 3/15</b>	LA/OC ad.
OC Register	<b>Run on 3/15</b>	LA/OC ad.
Eastern Group (commerce comet)	<b>Run on 3/15</b>	LA/OC ad.
Daily Breeze	<b>Run on 3/15</b>	LA/OC ad.
Whittier Daily News	<b>Run on 3/16</b>	LA/OC ad.
LA Downtown News	<b>Run on 3/19</b>	Combo ad. Weekly newspaper will run 3/19.
Excelsior	<b>Run on 3/23</b>	LA/OC ad. Weekly publication, with one week notice prior to ad run date.
LA Citizen (Arts District)	<b>Run on 3/25</b>	Combo ad. Monthly publication.



**SACRAMENTO BEE**  
**MAY 5, 2007**

## **GOV. ARNOLD SCHWARZENEGGER: STATE MUST BUILD HIGH-SPEED RAIL**

By Gov. Arnold Schwarzenegger

05/04/07 04:48:53

As the recent Bay Area freeway collapse illustrated -- and as a recent Bee editorial correctly pointed out -- Californians need and deserve a diverse array of transportation options. I absolutely believe high-speed rail should be one of those alternatives.

A network of high-speed rail lines connecting cities throughout California would be a tremendous benefit to our state.

Not only would its construction bring economic development and the creation of hundreds of thousands of new jobs, but once completed, we would also see improvements to our air quality, reductions in greenhouse gas emissions, congestion relief on our highways and greater mobility for people living in the Valley and other areas of our state currently underserved by other forms of transportation.

Yet it's been more than 10 years, and the state has already spent more than \$40 million in initial planning for the rail line. But there is still no comprehensive and credible plan for financing the system so we can get construction under way.

The High-Speed Rail Authority, the commission in charge of developing a plan for high speed rail in California, estimates the cost of building the system to be more than \$40 billion.

Yet so far, the only financing party identified with specificity is the state, which the Authority proposes float a \$9.95 billion bond. The remaining 75% of the project cost, or more than \$30 billion, has yet to be identified with any specificity or confidence.

Before asking taxpayers to approve spending nearly \$10 billion plus interest, it is reasonable to expect the authority and its advisers to identify with confidence where we will find the remaining \$30 billion.

A perfect example of what I'm talking about is my \$5.9 billion water infrastructure package. By using a public-private partnership approach, we've identified a plan that lays out exactly how we are going to pay for every piece of the proposal, from the reservoirs to the groundwater storage to fixing the Delta to our conservation efforts.

For the reservoir portion, the estimated building cost is \$4 billion. We've proposed \$2 billion in general obligation bonds for the public portion and \$2 billion in lease revenue bonds to be paid for by the water users themselves, i.e. water agencies, irrigation districts, cities, etc. And to ensure that this funding materializes, we are requiring that contracts be in place to pay for the lease revenue bonds before public dollars are spent on the projects.

Identifying the exact funding sources for large transportation projects is more problematic, which is why we need the authority to come up with a well-thought out financing proposal before moving forward.

I want to commend the authority for its great progress so far in completing the necessary environmental studies and identifying future rights-of-way that we would need to acquire.

Yet even the authority's executive director, Mehdi Morshed, says the longer the state waits to build a high-speed rail network, the more expensive it will get. I could not agree more.

That's why I have directed my recent appointees to work with the authority and its financial advisers to develop a comprehensive plan for financing the project in its entirety, so we can make high-speed rail a reality in California once and for all.

Last year, my administration increased funds for the authority to continue its work, and this year, my budget proposes additional funding.

I am willing to explore multiple approaches in order to fund the balance and execute this project -- whether through federal grants, local participation, vendor support, co-development opportunities, public-private partnerships or any other realistic financing plans in which the authority expresses confidence.

I look forward to working with the authority and reviewing its proposal as soon as possible.

But let me be clear: I strongly support high-speed rail for California, and especially for the San Joaquin Valley. Increasing the Valley's transportation options, especially after voters passed Proposition 1B to repair Highway 99, would better serve the region's growing population and enhance the Valley's critical importance to our state's economy.

The promise of high-speed rail is incredible. Looking forward to the kind of California we want to build 20 and 30 years from now, a network of ultra-fast rail lines whisking people from one end of the state to the other is a viable and important transportation alternative and would be a great benefit to us all.

With a responsible plan in place, we can feel secure in delivering high-speed rail and bringing greater opportunity -- and a brighter future -- to all Californians.

Arnold Schwarzenegger is the governor of California.

## NEWSPAPER ADVERTISEMENTS

Paid advertisements in publications selected for their circulation and audience announced the three public scoping meetings. They were published in English and Spanish to accommodate the Spanish-speaking members of the impacted communities.

- *Daily News*: published daily in Los Angeles County
- The *Commerce Comet*: is published weekly
- *Los Angeles Downtown News*: a free, weekly publication distributed in the greater Los Angeles area ( March 14, 2007)
- The *Los Angeles Times* (March 14 and 15): circulated daily throughout the region and country.
- *Rafu Shimpo* (March 15): the nation's leading bilingual Japanese-American daily newspaper
- *Eastern Group* (March 15)
- *La Opinión* (March 15): the largest Spanish-language newspaper in the United States and is circulated daily throughout the region.
- The *Long Beach Press-Telegram* (March 15): a daily, local newspaper distributed throughout Los Angeles County.
- *Orange County Register* (March 15): published daily and has the fourth-highest paid circulation in the state.



Judge Quentin L. Kopp, Chairman  
Fran Florez, Vice-Chair  
Donna Andrews  
David Crane  
Rod Dindon  
R. Kirk Lindsey  
Curt Pringle  
Lynn Schenk  
T.J. (Tom) Stapleton



ARNOLD SCHWARZENEGGER  
GOVERNOR



## CALIFORNIA HIGH-SPEED RAIL AUTHORITY

### Media Release

Release Date:  
March 2, 2007

Contact:  
Kris Deutschman (916) 444-8801

## **Significant Growth in Ridership and Twice the Revenue Projected for California's High-Speed Train Network**

**Sacramento** -- A new analysis of the projected ridership and revenue forecasts for the state's proposed high-speed train system, presented today to the California High-Speed Rail Authority (CHSRA) Board, shows potential ridership in the range of 86 million to 117 million per year and annual revenue of between \$2.6 billion and \$3.9 billion by the year 2030.

Transportation and economic consulting firm Cambridge Systematics prepared the analysis for the Metropolitan Transportation Commission (MTC). The revenue projections exceed the previous forecasts in the CHSRA's 2000 Business Plan of up to 68 million passengers annually and up to \$1.8 billion in annual revenue by 2020.

The new projections represent a 72% - 104% increase in annual ridership; and a 110% - 170% increase in annual revenue.

Some of the reasons for the increases are due to the inclusion of new factors in the modeling, including: long-distance commuters between regions; users from every region in the state; increasing costs of auto and air travel; and inclusion of the link to Orange County.

Board members also viewed a state-of-the-art 3-D computer simulation video illustrating how high-speed trains will fit into California's landscape and how the system will be integrated with existing transportation systems.

The video simulation, produced by Newlands & Co., will be used in community and scoping meetings as a helpful tool for potential riders so that they may conceptualize the look, feel and impact of the system in their community. Area-specific computer simulations also will be developed for the engineering and construction analyses of the high-speed train's alignment and design.

The proposed high-speed train system will travel at speeds up to 220 mph from San Francisco and Sacramento in the north through the Central Valley to Los Angeles, Orange County and San Diego in the south.

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## **NOTICES OF PREPARATION AND PUBLIC SCOPING MEETING**

The California High-Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) are releasing two Notices of Preparation (NOP) and Notices of Intent (NOI – published in the Federal Register) for the preparation of Draft Environmental Impact Reports/Environmental Impact Statements (EIR/EIS) for Los Angeles to Orange County and Los Angeles to Palmdale segments of the proposed California High-Speed Rail project. The Los Angeles to Orange County segment is proposed to travel along the existing Los Angeles-San Diego Rail corridor (LOSSAN) between Los Angeles' Union Station and the Anaheim Regional Transportation Intermodal Center with a potential stop in Norwalk. The proposed Los Angeles to Palmdale alignment will follow the existing Metrolink rail lines along San Fernando Road through Los

Angeles, Glendale, Burbank and San Fernando, before continuing along Soledad Canyon Road through the Santa Clarita Mountains into Palmdale. The NOP/NOI for each segment is being publicly circulated for a period of 30 days beginning on March 15, 2007 and ending on April 27, 2007. All written comments must be submitted to Mr. Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, California 95814 no later than 5:00 p.m. on April 27, 2007. The CHSRA and FRA are hosting public scoping meetings for the general public to receive public comment regarding the scope of the environmental analysis to be addressed in the Draft EIR/EIS documents.

Join us to learn more about this proposed project and provide input into the environmental process.

### **Public Scoping Meetings**

(L.A. to Palmdale Segment)

#### **Wednesday, April 4, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Glendale Public Library  
222 E. Harvard St.  
Glendale, CA

#### **Thursday, April 12, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Palmdale City Hall  
38300 Sierra Hwy.  
Palmdale, CA

#### **Tuesday, April 10, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Sylmar Park Recreation Center  
13109 Borden Ave.  
Sylmar, CA

#### **Tuesday, April 17, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

LA River Center & Garden  
570 W. Ave 26  
Los Angeles, CA

### **Public Scoping Meetings**

(L.A. to Orange County Segment)

#### **Wednesday April 11, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Anaheim City Hall West  
Gordon Hoyt  
Conference Room  
201 South Anaheim Boulevard  
Anaheim, CA

#### **Thursday, April 12, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

Norwalk Arts and Sports  
Complex  
Multi-Purpose Room  
13000 Clarkdale Avenue  
Norwalk, CA

### **Public Scoping Meetings**

(Both Segments)

#### **Thursday, April 5, 2007**

*Scoping Meeting:*

3:00 - 5:00 p.m.

*Scoping Meeting:*

6:00 - 8:00 p.m.

LA County Metro  
Board Room  
One Gateway Plaza  
Los Angeles, CA

**For more information regarding these meetings, please call  
(877) 724-5422 or visit the proposed project's website at  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)**





**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

BORRADOR DEL REPORTE DE IMPACTO AMBIENTAL/  
DECLARACIÓN DE IMPACTO AMBIENTAL  
PROYECTO PROPUESTO DE SERVICIO DE TREN DE ALTA  
VELOCIDAD ALINEACIONES DE LOS ANGELES AL  
CONDADO DE ORANGE Y DE LOS ANGELES A PALMDALE

## AVISOS DE PREPARACIÓN Y REUNIONES DE ÁMBITO

La Autoridad Ferroviaria de Trenes De Alta Velocidad de California (CHSRA, por sus siglas en inglés) y la Administración Federal del Ferrocarril (FRA) ha distribuido un Aviso de Preparación (NOP) y un Aviso de Intento (NOI - publicado en el Federal Register) para la preparación de dos Borradores de Reporte de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS) para el proyecto propuesto de desarrollar un sistema de tren de alta velocidad en California. Un Borrador EIR/EIS estudia la alineación (o ruta) ferroviaria entre la Ciudad de Los Angeles y el Condado de Orange que propone correr a lo largo de la ruta de ferrocarril actual Los Angeles-San Diego (LOSSAN) entre la estación de tren Union Station en el Centro de Los Angeles y el Centro Regional de Transportación Intermodal de Anaheim (ARTIC), con una posible parada en Norwalk. El segundo Borrador estudia la alineación entre Los Angeles y Palmdale que propone seguir la línea ferroviaria de Metrolink sobre San Fernando Road en las ciudades de Los

Angeles, Glendale, Burbank y San Fernando, antes de continuar a lo largo de Soledad Canyon Road por las montañas de Santa Clarita hasta Palmdale. Se aceptarán comentarios sobre el NOP/NOI para cada alineación durante los próximos 30 días empezando el 15 de marzo del 2007 hasta el 27 de abril del 2007. Comentarios deberán ser dirigidos al Sr. Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, California 95814 antes de las 5:00 p.m. el 27 de abril del 2007. Las agencias CHSRA y FRA estarán presentando reuniones de ámbito para recibir comentarios del público sobre temas que serán examinados y considerados como parte del análisis ambiental en la preparación de los Borradores EIR/EIS.

Acompañenos para informarse y proveer comentarios sobre el estudio ambiental de este proyecto.

### Reuniones De Ámbito

(Alineación de L.A. to Palmdale)

#### **miércoles, 4 de abril de 2007**

*Reunión de Ámbito*

6 p.m. - 8 p.m.

Glendale Public Library

222 E. Harvard St.

Glendale, CA

#### **martes, 10 de abril de 2007**

*Reunión de Ámbito*

6 p.m. - 8 p.m.

Sylmar Park Recreation Center

13109 Borden Ave.

Sylmar, CA

#### **jueves, 12 de abril de 2007**

*Reunión de Ámbito*

6 p.m. - 8 p.m.

Palmdale City Hall

38300 Sierra Hwy.

Palmdale, CA

### Reuniones De Ámbito

(Alineación de L.A. to O.G.)

#### **miércoles, 11 de abril de 2007**

*Reunión de Ámbito*

6 p.m. - 8 p.m.

Anaheim City Hall West

Gordon Hoyt

Conference Room

201 South Anaheim Boulevard

Anaheim, CA

#### **jueves, 12 de abril de 2007**

*Reunión de Ámbito*

6 p.m. - 8 p.m.

Norwalk Arts and Sports Complex

Multi-Purpose Room

13000 Clarkdale Avenue

Norwalk, CA

### Reuniones De Ámbito

(Dos Alineaciones)

#### **jueves, 5 de abril de 2007**

*Reunión de Ámbito*

6 p.m. - 8 p.m.

LA County Metro

Board Room

One Gateway Plaza

Los Angeles, CA

Para mas información acerca  
de estas reuniones, favor de  
llamar al (877) 724-5422 o  
visite la página de internet del  
propuesto proyecto al  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)



## **L.A. DAILY NEWS**

### **APRIL 8, 2007**

#### **High-speed rail plan back on track for 700-mile route**

BY HARRISON SHEPPARD and SUE DOYLE, Staff Writers  
LA Daily News

SACRAMENTO - Supporters of a \$40 billion high-speed rail line in California are revitalizing their decade-long battle for a 700-mile route that could help relieve the state's jammed freeways.

The plan for the transit corridor has languished for years, unable to overcome weak political support and strong criticism of its hefty pricetag.

But last week's record-breaking run by a French TGV train that hit 357mph has revived interest in the route that could whisk passengers between Los Angeles and San Francisco in less than three hours.

"I think this is the future for California," said Assemblywoman Fiona Ma, D-San Francisco, one of several state lawmakers who traveled to France to witness the speed record.

"I think people are sick and tired of long commutes, tired of not knowing whether their plane is going to come in on time, tired of the high cost of gas and airline tickets," Ma said in a phone interview, shortly after riding on the record-breaking French train.

"I think Californians are frustrated with all that. High-speed rail, to me, is the solution."

The California High-Speed Rail Authority is set to hold public meetings in Los Angeles this month on a proposed Southern California route that promises 27-minute rides between Union Station and Palmdale.

And California voters next year could be asked to vote on a bond measure that would provide about \$10 billion to build a statewide high-speed rail system.

Still, the plan faces significant challenges.

"I think it's a ridiculous boondoggle," said Robert Poole, director of transportation studies at the Reason Foundation in Los Angeles.

"The entire huge cost of building the system would be paid for by the taxpayers of California. That's true of no other large-scale infrastructure. If we build another north-south highway, it would be paid for by gas tax and tolls. ... It makes no sense to me whatsoever from the taxpayer or traveler standpoint."

Poole thinks the Rail Authority is being overly optimistic in projecting ridership of 100 million by 2030 and operating revenue of \$1 billion a year.

Californians, he said, prefer driving their cars regardless of traffic, and airlines already offer quick north-south routes at a reasonable price.

### **Slashing the budget**

Meanwhile, Gov. Arnold Schwarzenegger has proposed slashing the Rail Authority's budget next year to just \$1.2million - down more than \$13million from this year's level.

Kicked off the ballot in 2004 because of the state's shaky economy, funding for the train was bumped off again in 2006 when lawmakers instead pushed for billions of dollars in bonds to fund freeway improvements.

Now, Schwarzenegger wants to postpone the ballot measure for a third time, instead proposing more borrowing for prisons, schools, courts and natural resources.

Schwarzenegger spokeswoman Sabrina Lockhart said the state does not have the bonding capacity to include high-speed rail.

The proposal has a history of stops and starts after an initial private effort in the early 1980s was abandoned for lack of funding.

After riding high-speed rails overseas, former state Sen. Quentin Kopp in 1994 introduced a bill to establish a commission to study the state's need for the supercharged rail system. That gave birth to the California High-Speed Rail Authority. The state agency has struggled for political support ever since.

The current route plan would zip passengers between San Diego and Sacramento at speeds up to 220mph, with stops and extensions throughout the Inland Empire, Orange County, Los Angeles County, Central California and the Bay Area.

### **Cheaper than planes**

In Los Angeles, stops would include Union Station, Sylmar, Burbank and Palmdale Airport.

A trip from Union Station to San Francisco is estimated to cost about \$70, about 70percent of the airfare, said Mehdi Morshed, executive director of the rail agency.

Unlike conventional trains that run on diesel, high-speed trains run on electricity that's continuously fed through overhead electrical lines and on specially built tracks. The state agency wants to run it off existing power grids.

Trains could carry up to 800 passengers, and the agency is now homing in on where it wants to lay the tracks where an estimated 100 trains a day could run.

Attendance was sparse at two recent public meetings for the rail system at the Glendale Public Library. With a tight budget, the state agency has little money for publicity so the few meeting attendees were mainly high-speed rail groupies.





"I can't wait for it to happen," said 73-year-old Vic Scheffer, who has followed the rail line's tribulations for the past four years. "Anything on wheels and rails, I'm excited about."

### **Some tout highways**

But critics contend the project is not a good investment for the state.

Norm King, director of the Leonard Transportation Center at Cal State San Bernardino, said there is no assurance the system would draw private investors, averting the need for taxpayer subsidies.

"If we want to transfer people who are now paying their own money to take a trip from L.A. to San Francisco to be heavily subsidized by the taxpayer, I guess it is a good thing," King said.

King said money would be better invested in highway projects because roads would create more congestion relief to residents than a high-speed rail could ever provide.

Kopp said it's a misconception to think that a high-speed rail would need subsidies. He said private money will come after investors see the reality of the project, which will arrive when voters approve a bond. He cited successful high-speed rails in Japan and France.

"They are money-makers," said Kopp, board chairman for the state agency. "They are run privately."

Pointing to China, Argentina, South Korea and Taiwan - countries where high-speed rails run or are being built - Kopp said America's resistance to the innovative system is keeping it behind the times with transportation.

State Sen. George Runner, R-Lancaster, whose district would include the potential line's station in Palmdale, said the high-speed rail would boost economic development in the region, particularly the long-sought expansion of Palmdale Airport.

But he also warns the current plan may be too expensive and ambitious.

Runner said he would prefer to see shorter regional lines financed with bonds that are repaid with revenue from fares.

"I'm certainly supportive of the concept and the issue of high-speed rail," Runner said. "The hurdles we have before us right now are the expense, and I think we're adrift in terms of what the strategy is."

Ultimately, whether the plan can surmount current challenges will depend on the economy during the next two years and whether opponents and competitors emerge, said Bob Stern, president of the Center for Governmental Studies, a Los Angeles-based nonpartisan research organization.

"If there is no other competition, the economy is OK, and a lot of money is spent educating the voters, then I think it has a chance," Stern said.

[harrison.sheppard@dailynews.com](mailto:harrison.sheppard@dailynews.com)

(916)446-6723

### **Public meetings**

The California High-Speed Rail Authority has scheduled public meetings on the high-speed rail proposal. The sessions all will be held 3 to 5 p.m. and 6 to 8 p.m.:

Tuesday, Sylmar Recreation Center, 13109 Borden Ave.

Thursday, Palmdale City Hall, 38300 N. Sierra Highway.

April 17, Los Angeles River Center & Gardens (Atrium), 570W. Ave. 26, Los Angeles.

For more information, go to [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)





## **BELIEVE IN THE BULLET TRAIN**

Even though it's a gamble, high-speed rail would help California cope with its transportation problems.

IT'S TEMPTING to write off California's bullet-train enthusiasts as overgrown kids begging Mom and Dad for cash to build the world's coolest train set; only in this case, Mom and Dad are the taxpayers, and the set would cost at least \$40 billion. And yet what looks today like an overpriced toy might someday become one of the state's best weapons for fighting gridlock and pollution.

Rail boosters and transit realists have been butting heads for more than a decade over plans for a bullet train from Sacramento to San Diego, a 200-mph electric-powered rocket that could go from Los Angeles to San Francisco in 2 1/2 hours. Plans to put the train project before voters have been put off twice, and if Gov. Arnold Schwarzenegger gets his way, a ballot measure planned for November 2008 might once again be deferred.

The governor also wants to slash funding to \$1 million for the California High-Speed Rail Authority, which says it needs \$103 million next fiscal year to keep the project on track.

The project would represent a huge gamble for state taxpayers. Even assuming that planners are right about the total price tag - a big assumption given variables such as the price of land - there are no guarantees that all the money can be raised or that rosy projections about the line's ridership and revenue would be met.

The rail authority wants to ask voters to approve \$9.95 billion in bonds next year. Backers say the rest of the money would come from private investors, the federal government and other local sources. But it's possible that investors would shun such a risky project or that the federal money wouldn't materialize. California could conceivably be stuck with a partly built train to nowhere for years or decades. And there are serious questions about whether a high-speed train is such a high priority at a time when the state is already groaning under a perilous debt load and still has many infrastructure needs unfunded.

Yet critics who reject the train as a boondoggle base their arguments on the past, not the future. It's true that long-distance rail systems in this country attract anemic ridership and usually require bottomless taxpayer subsidies. But the unattractive economics of train travel won't necessarily remain that way forever.

By 2020, the projected completion date for the bullet train, gas will likely be a lot more expensive. State and federal governments by that time should be well underway in cutting back sharply on greenhouse gas emissions, probably translated into increased costs for flying or driving. (The bullet train would be emissions-free.) Train service, particularly the kind that could compete with airline travel on convenience, could be far more economically competitive than it is

The rail authority is in the midst of preliminary engineering and environmental work that may need to be started over from scratch if funding is pulled next year. It may not need all of the requested \$103 million, but that doesn't justify cutting the project off at the ankles. Voters should get the chance to decide once and for all whether they want their tax dollars tied to the tracks.



# ORANGE COUNTY REGISTER

## APRIL 6, 2007

### HIGH-SPEED TRAIN INCHES AHEAD

#### SEGMENT OF A \$40 BILLION, 700-MILE ROUTE THROUGH THE COUNTY WILL UNDERGO STUDY.

By ELLYN PAK  
The Orange County Register

A state rail agency this week began moving forward on an extensive study for a high-speed train route that would whisk commuters between Anaheim and Los Angeles.

The California High-Speed Rail Authority is leading the charge for the \$21 million analysis to examine the Orange County-to-Los Angeles segment of a \$40 billion, 700-mile system that would eventually stretch from the Bay Area to San Diego.

"It really goes into the deeper level of environmental analysis," Darrell Johnson, Orange County Transportation Authority's director of transit project delivery, said of the next round of studies that will last about three years.



**HIGH-SPEED:** A French high-speed train, with a souped-up engine and wheels, breaks the world speed record near Grigny, eastern France, Tuesday, reaching 574.8 kph (357.2 mph).

The Associated Press

In addition, the rail authority is looking to study other segments of the system, including one that could connect Los Angeles to Palmdale and another linking the central part of the state to the Bay Area.

Officials envision a system that would move commuters from Anaheim to Los Angeles in 20 minutes. Meetings are being held to gather public input.

Last September, transportation officials in Orange County agreed to contribute \$7 million to the study that would include considering right-of-way requirements and noise issues. The rail authority is funding the rest.

The city of Anaheim is already preparing to be a pit stop for the high-speed train and hopes to integrate the service into a full-scale transit hub that would be built by 2010.

The transit hub would bring bus and different rail services together at one location. Anaheim's current Metrolink and Amtrak station would move from Angel Stadium's parking lot the site.



The Orange County-to-Los Angeles leg would cost \$1.5 billion and go alongside the Metrolink tracks, said Dan Leavitt, deputy director of the rail authority.



Source: CHRA

The Register

3-5 p.m., 6-8 p.m. Wednesday,  
City Hall West, 201 S. Anaheim  
Blvd., Anaheim

3-5 p.m., 6-8 p.m. Thursday; Arts  
& Sports Complex Community  
Meeting Center, Norwalk  
Transportation Center, 13200  
Clarkdale Ave., Norwalk

Anaheim Mayor Curt Pringle, a rail authority board member, said Anaheim is a convenient and central point for commuters who wish to shuttle between different counties.

Officials said the high-speed train service would be financed through state funds – though a plan to place a bond measure onto the 2008 ballot was recently delayed, pushing the tentative schedule back.

"I'd really like to see if there are private-sector options," Pringle said of possible funding sources.

Contact the writer: 714-704-3788 or  
[epak@ocregister.com](mailto:epak@ocregister.com)

**Appendix - D**  
**Scoping Meeting Attendance Lists**





**City of Anaheim  
Scoping Meeting**





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

City of Anaheim  
Scoping Meeting  
ELECTED OFFICIALS  
Wednesday, April 11, 2007

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address	City	Zip code	Phone number	E-mail address

Name	Title (if any)	Organization (if any)	Mailing
RONNIE GUYER	FINED. Ref Asst		
Vic DOMINGUEZ	COUNCIL ASST. TO LGUE KRISC	CITY OF ANAHEIM	
	Deputy Chief of Police	DC Supervisor	



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City of Anaheim  
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address	Name	Title (if any)	Organization (if any)	Mailing address	City	Zip code	Phone number	E-mail
	Melissa Vargas	Reporter KOCÉ	KOCÉ					
	Meng Jn Liu	Reporter	Taiwan Media					
	Tengger R	Reporter	KOCÉ					



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City of Anaheim  
Scoping Meeting  
GENERAL PUBLIC  
Wednesday, April 11, 2007

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	City	Zip code	Phone number	E-mail address
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Name	Title (if any)	Organization (if any)	Mailing address
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City of Anaheim  
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... ..	Chairman		... ..	... ..	... ..	533-9543		C





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HIGH-SPEED RAIL  
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City of Anaheim  
Scoping Meeting  
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	Title (if any)	Organization (if any)	Mailing address	City	Zip code	Phone number	E-mail address	Name
2002	Council Rep	LA/OA Building & Const. Trades Council	1626 Beverly Blvd LA 90026	LA 90026		213 483-4222	—	Jim Ad



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Jim Mosier		CIM			



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AUTHORITY

City of Anaheim  
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ss	Name	Title (if any)	Organization (if any)	Mailing address	City	Zip code	Phone number	E-mail address
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	Don Settle							



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AUTHORITY

City of Anaheim  
Scoping Meeting  
GENERAL PUBLIC  
Wednesday, April 11, 2007

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[Redacted area]

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Name	Title (if any)	Organization (if any)	Mailing address
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			703 S. ATCHISON

**Los Angeles County / Metro  
Scoping Meeting**





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

LOS ANGELES COUNTY METRO  
Scoping Meeting  
GENERAL PUBLIC  
Thursday, April 5, 2007

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Marcel Ponsas		LANI/UCLA	737 Silver Lake #5	L.A.	90026		angelmarcel@gmail.com
Adrian Alvarez			One Gateway Plaza MS 99224	Los Angeles	90012		alvarez@metro.net
John Flaherty			719 N. Jackson St. Glendale, CA 91206	Glendale	91206		johnmystic@hotmail.com
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CALIFORNIA  
HIGH-SPEED RAIL  
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LOS ANGELES COUNTY METRO  
Scoping Meeting  
GENERAL PUBLIC  
Thursday, April 5, 2007

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Francina Campos		AnaHvak	450 S. Lafayette PK. #117	LA	90057	213 386 5105	ivybcamp@aol.com
Walter King	General Manager FLEXCAR	Flexcar	One Gateway Plaza MS 99-9-2	LA	90012	213 771 1032	Walter.King@flexcar.com



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

LOS ANGELES COUNTY METRO  
Scoping Meeting  
GENERAL PUBLIC  
Thursday, April 5, 2007

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Candice Byers			5837 Woodman #3 LA	Van Nuys	91401	828 777-3136	
Lea Simpson	Rail Trans Mgr	CALTRANS	1120 N St, 3rd FL Sacramento CA 95814	Sacramento	95814	916-484- 7184	Lea-Simpson@ dot.ca.gov
Sara Feldman	CA state Parks Foundation	Southern CA Director	714 W Olympic Bl #717 LA CA 90015			213-748- 7458	sara@calparks.org



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

LOS ANGELES COUNTY METRO  
Scoping Meeting  
GENERAL PUBLIC  
Thursday, April 5, 2007

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WARREN QUON	Rep/Rep	Westwood/Rep	1101 W. 38TH ST LA CA 90031	LA	90031		
FRANK WADA		Lincoln Heights N.C.	2038 WORKMAN ST. L.A. CA 90031	LA	90031	323 225-1012	FWADA21C2@ YAHOO.COM
Darrell Clarke		Sierra Club	2840 Delaware Ave.	Santa Monica	90404	310 453-1218	darrell@ dclarke.org
Rob Monzo	UCLA MUP	UCLA	9326 National Blvd	LA	90031	415-845-8726	golanmonzo@ucla.edu
Stewart Battle		Occidental College	1600 Campus Rd. #87 LA, CA 90041	LA	90041		stbattle11@gmail.com
Joe Elkins	LPAC Rep.	←	1462 W Ave 43 90065	LA		213-505-9579	



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LOS ANGELES COUNTY METRO  
Scoping Meeting  
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Jason Chan	Planning ASS.	CITY OF L.A.	600 N. SPRUELL ST - RM 507 LA, CA 90012	LA	90012	909 319 1346	Jason.Chan@city.ca.gov
WALLY SHIDLER <del>Wally Shidler</del>			2934 CUSHY ST	WALNUT PARK	90255-6325	321-581-2360	
Joe Linton	Director of River Projects	The City Project	1055 Wilshire Blvd. Suite 1660 LA 90017	LA	90017-2499	213 977-1035	j.linton@cityproject.org
Rob Schneider	Committee	S. Payson					



CALIFORNIA  
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LOS ANGELES COUNTY METRO  
Scoping Meeting  
ELECTED OFFICIALS  
Thursday, April 5, 2007

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Tommy Bong		City of Los Angeles	City of Los Angeles	Los Angeles			
Rick Schneider	Council member	City of South Pasadena	1414 Mission St.	South Pasadena	91030	624 403-7218	www. ci.south-pasadena .ca.us
Jim Dickhart	Associate Director	Mayor Villanueva	200 N Spring St. Rm 303	LA	90012	213 772 0600	Jim.dickhart@ lacity.org
Jane Berner	Associate Planner	CM Eric Barcelletti	200 N. Spring St. Rm 470	LA	90012	213 473 7013	jane-berner @lacity.org

## **Appendix - E**

### **Scoping Meeting Handout Materials and Presentations**





# Los Angeles to Orange County Scoping Presentation



U.S. Department  
of Transportation  
Federal Railroad  
Administration







CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# SCOPING MEETING

## Welcome . . .

The purpose of tonight's scoping meeting is to provide you with an opportunity to learn about the California High-Speed Rail Authority's (CHSRA) project-segment between Los Angeles (Union Station) and Orange County (Anaheim), with potential stops in Norwalk and Anaheim, as well as to provide your feedback on areas of concern or focus as it pertains to the Environmental Impact Report / Statement.

Your comments and ideas are important to us, so please visit the *Comment Station* to provide us your feedback!

### Tonight's schedule

6:00 – 6:45 p.m.    **Open House** (Visit information stations and speak with project staff)  
6:45 – 7:20 p.m.    **Presentation**  
7:20 – 8:00 p.m.    **Open House/Public Comments**

### Stations

- ✓ Welcome/Sign-In
- ✓ High-Speed Rail in California
- ✓ High-Speed Rail – Los Angeles to Orange County
- ✓ Environmental Issues
- ✓ Your Comments

Comment sheets are available at the *Comment Station*. **Please fill out a comment sheet.** Completed forms may be handed to any staff member, deposited in the comment box, or mailed to the address listed below. **You may also provide your feedback to our recorder.**

#### **To submit completed comment sheets, mail to:**

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

#### **For more information:**

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

## *Thank you for coming!*





# HIGH-SPEED TRAIN PROJECT-LEVEL EIR/EIS

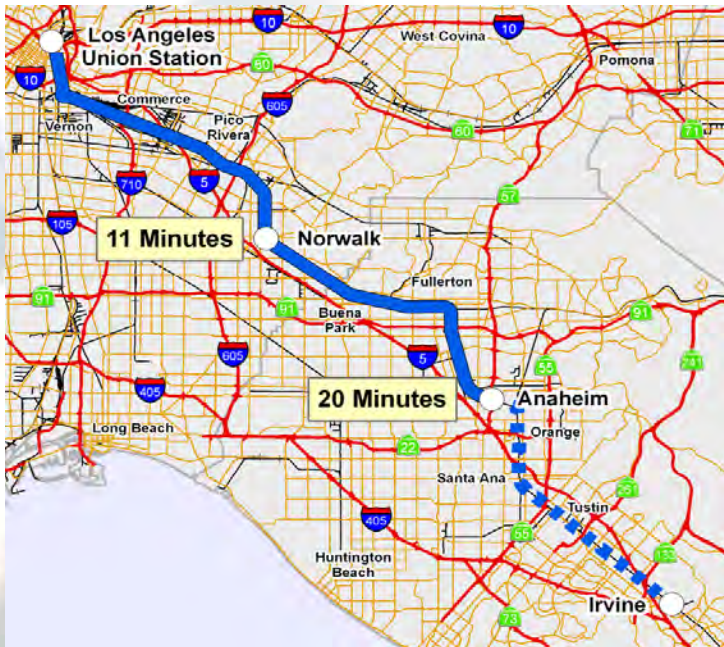
The California High-Speed Rail Authority (Authority) in cooperation with the Federal Railroad Administration (FRA) certified its Final Program Environmental Impact Report and Environmental Impact Statement (EIR/EIS) in 2005 for a high-speed train (HST) system in California. The Authority and FRA are now preparing a Project-level EIR/EIS to evaluate the environmental effects of constructing and operating a HST between Los Angeles (Union Station) and Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]), along the LOSSAN corridor.

To ensure that the environmental issues most important to residents, public agencies and other involved parties are addressed in the Project-level EIR/EIS, the Authority is inviting your participation during this process. Your participation and comments will help define the environmental issues to be addressed in the Project-level EIR/EIS.

Additional information about the HST project is available at the Authority's website: [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov).

## PURPOSE OF THE STATEWIDE SYSTEM

- Over 700 miles - Connects Southern / Northern California
- Provides a reliable alternative mode of travel
- Delivers predictable and consistent travel times
- Provides transit interface with:
  - Commercial airports
  - Mass transit systems
  - Existing highway network
- Relieves capacity constraints of current systems



## PROVEN TECHNOLOGY EXAMPLES



## NEED FOR THE STATEWIDE SYSTEM

- Provides for Projected Statewide Population Growth
- Current Capacity Constraints:
  - Unreliability of travel
  - Congestion and delays
  - Weather conditions
  - Accidents
- Increased Frequency of:
  - Accidents on highways
  - Delays on passenger rail lines
- Provides an Alternative Transport Option to meet:
  - Increased highway travel demand
  - Increased demand at major airports
  - Increased demand for existing transit modes
  - Increased passenger demand for rail
- Improves air quality
- Reduces Pressure on Existing Natural Resources
  - Avoids highway and airport expansions



## WHY A PROJECT-LEVEL EIR/EIS?

- Tiers from an approved statewide program EIR/EIS
- Addresses State/federal environmental requirements
- Considers environmental impacts at a site-specific level of detail
- Evaluates the corridor alignment selected in Program EIR/EIS
- Analyzes various project alternatives (including numerous local grade separation projects)
- Provides for three Transit Hubs / Intermodal Centers at:



Separated Grade Crossing  
Future - Ball Road / Anaheim



New Intermodal Transportation  
Center  
Future - Anaheim ARTIC



## CONTACT INFORMATION

### California High-Speed Rail Authority

Dan Leavitt, Deputy Director  
925 L Street, Suite 1425  
Sacramento, CA 95814

Telephone: (916) 322-1397

Fax: (916) 322-0827

Email: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

### Federal Railroad Administration

David Valenstein, Environmental Program Manager  
1120 Vermont Avenue (Mail Stop 20)

Washington, DC 20590

Telephone: (202) 493-6368

[www.fra.dot.gov](http://www.fra.dot.gov)

## QUESTIONS?

- Call the California High-Speed Rail Authority at (877) 724-5422

## ENVIRONMENTAL ISSUES TO BE ANALYZED

- Air Quality
- Noise/Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7
- Wetlands/Waters of the U.S.—Section 404
- Community Impacts / Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic/Archeological Resources—Section 106
- Construction Impacts
- Cumulative Impacts
- Visual Quality & Aesthetics
- Hazards and Hazardous Materials
- Agricultural Land

## Preliminary Project Schedule 2007-2009

TASKS	2007				2008				2009			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice of Preparation / Notice of Intent (NOP/NOI)	■											
Scoping (Public and Agency)		■	■									
Engineering and Environmental Studies		■	■	■	■							
Draft Environmental Impact Report / Statement (EIR/EIS)				■	■	■	■	■				
Public Circulation / Comment									■	■		
Final EIR/EIS										■	■	■
Notice of Determination / Record of Decision (NOD/ROD)												■

## ¿POR QUÉ UN EIR/EIS A NIVEL DE PROYECTO?

- Sigue el EIR/EIS a nivel de programa aprobado para el Estado de California
- Responde a los requisitos ambientales del Estado y del gobierno Federal
- Analiza los impactos ambientales específicos al sitio
- Evalúa la ruta elegida en el EIR/EIS a nivel de programa con más detalle
- Analiza varias alternativas (incluyendo el edificar varios cruces separados entre trenes y vehículos)
- Provee tres Centrales de Transito en: Union Station, Norwalk, Anaheim (y



Hoy



Después

Cruce Separado entre Trenes y Vehículos  
Futura Vista en Ball Road / Anaheim

Centro de Transportación Inter modal  
Futuro – Centro de Transportación en Anaheim



Hoy



Después

## PARA MÁS INFORMACIÓN

### California High-Speed Rail Authority

Dan Leavitt, Deputy Director  
925 L Street, Suite 1425  
Sacramento, CA 95814

Teléfono: (916) 322-1397

Fax: (916) 322-0827

Email: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

### Federal Railroad Administration

David Valenstein, Environmental Program Manager  
1120 Vermont Avenue (Mail Stop 20)  
Washington, DC 20590  
Teléfono: (202) 493-6368

## ¿PREGUNTAS?

- Llame la Autoridad Ferroviaria de Alta Velocidad de California al (877) 724-5422

## ASUNTOS AMBIENTALES QUE SERÁN ANALIZADOS

- Calidad de Aire
- Ruido/Vibración
- Tráfico y Circulación
- Uso Terrenal, Desarrollo, Planificación, y Crecimiento
- Recursos Biológicos
- Tierras Húmedas/Aguas Marinas de EE.UU.
- Impactos Comunitarios/Justicia Ambiental
- Parques y Facultades de Recreación
- Recursos Históricos/Arqueológicos
- Impactos de Construcción
- Impactos Cumulativos
- Calidad Visual y Estética
- Peligros y Materiales Peligrosos
- Tierra Agricultura
- Calidad de Agua, Peligros de Inundación y Terreno

## Preliminary Project Schedule 2007-2009

TASKS	2007				2008				2009			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice of Preparation / Notice of Intent (NOP/NOI)												
Scoping (Public and Agency)												
Engineering and Environmental Studies												
Draft Environmental Impact Report / Statement (EIR/EIS)												
Public Circulation / Comment												
Final EIR/EIS												
Notice of Determination / Record of Decision (NOD/ROD)												





Without ever leaving the ground.

# ***SCOPING MEETING***

*Los Angeles to Orange County  
High-Speed Train Project-level EIR/EIS*



U.S. Department  
of Transportation  
Federal Railroad  
Administration



**Page 1**



## SCOPING PROCESS

- **Scoping Objectives**

- Identify Affected Public / Agency Concerns
- Addresses Environmental Impacts and Mitigation
- Outlines the Key Steps in the Environmental Process

**Comment Period: March 15, 2007 – April 24, 2007**

- Receive Written Comments
- Web-Based Commenting (Send to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov))
- Develop Scoping Report



U.S. Department  
of Transportation  
Federal Railroad  
Administration







**FLY CALIFORNIA**  
*Without ever leaving the ground.*

## STATEWIDE PROGRAM EIR/EIS

- **700+ miles**
- **Connects Southern and Northern California**
  - Service to:
    - Los Angeles
    - Orange County
    - Inland Empire
    - San Diego
    - Central Valley
    - San Francisco Bay Area
    - Sacramento
- **San Francisco to Los Angeles: about 2.5 Hrs.**



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**





## LEAD AGENCIES

### **STATE**

- **California High-Speed Rail Authority**
  - California Environmental Quality Act (CEQA)  
Lead Agency

### **FEDERAL**

- **Federal Railroad Administration**
  - National Environmental Policy Act (NEPA)  
Lead Agency



U.S. Department  
of Transportation  
Federal Railroad  
Administration







**FLY CALIFORNIA**  
Without ever leaving the ground.

## HIGH-SPEED TRAINS - TECHNOLOGY

- **State-of-the-art System**
- **Electric-powered**
  - Steel-wheel-on-steel-rail
- **Fully Grade Separated**
  - No vehicles/No pedestrians
- **Double tracked with offline stations allowing for express service**
- **Proven reliable/safe technology**
  - Operational throughout Europe and Asia
- **Maximum speed of 200+ mph**



*France—TGV*



*Germany—ICE*



*Japan—Shinkansen*



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**







## UNION STATION TO ANAHEIM STUDY AREA & EXPRESS TRAVEL TIMES



Union Station  
to  
Norwalk

**11 minutes**

Union Station  
to  
Anaheim

**20 minutes**



U.S. Department  
of Transportation  
Federal Railroad  
Administration







## WHY A PROJECT-LEVEL EIR/EIS?

- Tiers from an approved statewide program EIR/EIS
- Addresses State/federal environmental requirements
- Considers environmental impacts at a site-specific level of detail
- Evaluates the corridor alignment selected in the Program EIR/EIS
- Analyzes various project alternatives  
(including numerous local grade separation projects)
- Provides for Transit Hubs / Intermodal Centers at:
  - Union Station, Norwalk, Anaheim (Irvine – future)



U.S. Department  
of Transportation  
Federal Railroad  
Administration





## TOPICAL ISSUES TO BE ANALYZED IN THE EIR/EIS INCLUDE:

- Air Quality
- Noise/Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7 or Section 10, 2081 Permit
- Wetlands/Waters of the United States—Sections 401 & 404, 1600
- Community Impacts / Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic/Archeological Resources—Section 106
- Construction Impacts
- Cumulative Impacts
- Visual Quality & Aesthetics
- Hazards and Hazardous Materials
- Agricultural Land
- Flood Hazards, Floodplains, and Water Quality



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Administration







## PROJECT ALTERNATIVES TO BE DISCUSSED IN EIR/EIS

- **No-Build / No-Project Alternative**
  - No Major Capacity Enhancement
  - Implement Funded Improvements Only
- **High-Speed Train Alternatives**
  - Statewide HST Alternative (Linking Entire System)
  - HST Alignment and Station Options
  - Provides for Local Grade Separations
- **Transit Hubs/Intermodal Facilities at:**  
Union Station / Norwalk / Anaheim



U.S. Department  
of Transportation  
Federal Railroad  
Administration





## KEY HIGH-SPEED TRAIN ISSUES

- Accessibility of Stations from Local Communities
- Connectivity with Other Modes of Travel
- Constructability of the HST System
- Power Supply / Energy Requirements
- Right-of-Way Constraints
- Safety and Security
- Station Development



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Administration







## PROJECT-LEVEL EIR/EIS EVENTUAL OUTCOME ?

- Authority/FRA - Approves Project-level CEQA/NEPA Documentation
- Provides for a Precise Corridor Alignment
- Provides for Several Stations to be Developed
- Identifies Corridor/Right-of-Way Requirements
- Supports Local Community Land Planning
- Avoids/Reduces/Mitigates Environmental Impacts



U.S. Department  
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Administration





# PRELIMINARY PROJECT SCHEDULE 2007 – 2009

Los Angeles – Orange County

PROJECT-LEVEL EIR/EIS TASKS	2007				2008				2009			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice of Preparation / Notice of Intent (NOP/NOI)	■											
Scoping (Public and Agency)		■										
Engineering and Environmental Studies		■	■	■								
Draft Environmental Impact Report / Statement (EIR/EIS)				■	■	■	■	■				
Public Circulation / Comment									■	■		
Final EIR/EIS										■	■	■
Notice of Determination / Record of Decision (NOD/ROD)												■



U.S. Department  
of Transportation  
Federal Railroad  
Administration







**FLY CALIFORNIA**  
*Without ever leaving the ground.*

## CONTACT INFORMATION

### California High-Speed Rail Authority

925 L Street, Suite 1425  
Sacramento, CA 95814

#### **Dan Leavitt, Deputy Director**

Email: [dleavitt@hsr.ca.gov](mailto:dleavitt@hsr.ca.gov)

Telephone (916) 322-1397

Fax (916) 322-0827

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

Email: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**



**Appendix - F**  
**Scoping Comment Cards**



# Scoping Period Comment Form



**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

c/o CPG  
626 Wilshire Blvd., Suite 1000  
Los Angeles, CA 90017

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814



# Scoping Period Comment Form

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Reports/Environmental Impact Statements (EIR/EISs). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
Address: \_\_\_\_\_ Meeting Date: \_\_\_\_\_ Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please circle the corridor(s) that pertain to you:** (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

**1.** Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

**2.** Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

**3.** What other issues would you like the Project-Level EIR/EIS to address?

**4.** Additional Comments:

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.

**Appendix - G**  
**Written Public Scoping Comments**





**Written Comments Received at or After the Scoping Meeting  
Held at the  
City of Anaheim**





## City of Anaheim Creating a Transit Vision

### COMMENTS

Please answer the following questions and also feel free to write additional comments, concerns, questions, or suggestions. Please return this sheet to the comment box, any staff member, or mail to: CPG, 17744 Skypark Circle, Irvine, CA 92614.

1. What is your transit vision?

Mass transit to blanket the area and over take cars/freeways

2. What activity centers or places should the transit system connect? (i.e. ARTIC to Disneyland Resort, etc.)

airport, stadium, convention center  
(also places where seniors frequent)

3. What particular transit technologies would you prefer to use in Anaheim?

Compatible with current (if possible)

4. Please feel free to use the map located on the back of this comment sheet to indicate your thoughts for transit corridors and technologies for Anaheim.

Additional comments...

- Very excited about the possibility
- include Las Vegas options

If you would like us to respond to your comments or questions, please fill out the contact information below.

Name Susan Grimm

Organization/Company (if any) \_\_\_\_\_

Address 254 Rio Grande

Placentia, CA 92679



## City of Anaheim Creating a Transit Vision

### COMMENTS

Please answer the following questions and also feel free to write additional comments, concerns, questions, or suggestions. Please return this sheet to the comment box, any staff member, or mail to: CPG, 17744 Skypark Circle, Irvine, CA 92614.

1. What is your transit vision?

Assemblyman Van Tran = BIG SUPPORTER  
HIGH SPEED RAIL

2. What activity centers or places should the transit system connect? (i.e. ARTIC to Disneyland Resort, etc.)

WILL DISNEY CONNECT ANGEL STADIUM  
RAIL STATION TO DISNEYLAND + ONTARIO  
AIRPORT?

3. What particular transit technologies would you prefer to use in Anaheim?

4. Please feel free to use the map located on the back of this comment sheet to indicate your thoughts for transit corridors and technologies for Anaheim.

Additional comments... LAST YEAR -

ASSEMBLYMAN VAN TRAN AUTHORED A BILL TO EXTEND  
HIGH SPEED RAIL TO ANAHEIM FROM L.A.

GOOD WORK!!

If you would like us to respond to your comments or questions, please fill out the contact information below.

Name RONNIE GUYER

Organization/Company (if any) FIELD REP - ASSEMBLYMAN VAN TRAN

Address 1503 SOUTH COAST DRIVE #205





# Scoping Period Comment Form

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Reports/Environmental Impact Statements (EIR/EISs). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Jim Adams City: Los Angeles State: CA Zip: 90026  
Title (if applicable): Council Representative Phone: 213 483-4222 Fax: 213 483-4419  
Organization/Business (if applicable): Building Trades Council E-mail: LADBTC@earthlink.net  
Address: 1636 Beverly Blvd. Meeting Date: 4/11/07 Meeting Location: Anaheim

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments:

The High Speed Rail system is long overdue. The Building Trades would most likely be supportive. we would however have concerns Re: skilled Craftmen + Women utilized in the Construction





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# Scoping Period Comment Form

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Name (please print): Susan Judd City: Placentia State: CA Zip: 92870  
 Title (if applicable): \_\_\_\_\_ Phone: 714 993-1952 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Address: 254 Rio Grande Meeting Date: 4-11-07 Meeting Location: Anaheim City Hall West

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

*congestion, energy independence, air quality, displacement of existing resources*

2. What other issues would you like the Project-Level EIR/EIS to address?

*- what about job creation ~~poss~~ opportunities?  
 - publicizing costs of doing nothing or (honors!) move freeways*

3. Additional Comments:

*very excited about the possibility  
 (this might even have drug-war benefits, by reducing isolation in remote areas, and providing opportunities for good jobs with the trains and for transportation to distant jobs without driving for hours)*

*- include Las Vegas options*

Thank you for your participation in this important process. Please leave your form

at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



# Scoping Period Comment Form

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Reports/Environmental Impact Statements (EIR/EISs). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): ELENABETH BINGACK City: TUSTIN State: CA Zip: 92780  
Title (if applicable): COMMUNITY DEV DIRECTOR Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Organization/Business (if applicable): CITY OF TUSTIN E-mail: \_\_\_\_\_  
Address: 300 CENTENNIAL WAY TUSTIN CA 92780 Meeting Date: 4.11.07 Meeting Location: ANAHEIM

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

- ✓ IMPACTS TO THE CITY OF TUSTIN
- ✓ IMPACTS ON ESTABLISHED NEIGHBORHOODS IE: ADVERSE CONSTRUCTION, NOISE, VIBRATION, SAFETY, NEIGHBORHOOD DISRUPTION, TRAFFIC IMPACTS ETC ...
- ✓ STREET TRAFFIC IMPACTS - HIGH BUILD VS LOW BUILD SCENARIOS.
- ✓ PHASING OF PROPOSED IMPROVEMENTS
- ✓ METHODOLOGY FOR SELECTION OF STUDY AREA
- ✓ IN DEPTH COMMENTS WILL BE MADE WHEN DRAFT IS AVAILABLE FOR REVIEW

2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments:

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# Scoping Period Comment Form

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Name (please print): DOUG MANGIONE City: ORANGE State: CA Zip: \_\_\_\_\_  
Title (if applicable): BUSINESS REP Phone: 714 934-3131 Fax: 714-934-3132  
Organization/Business (if applicable): IBEW LU 441 E-mail: MANGIONE@IBEWOC.COM  
Address: 309 N RAMPART SUITE M Meeting Date: 4/11/07 Meeting Location: ANAHEIM

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments:

I REPRESENT ELECTRICIANS IN ORANGE COUNTY. WE  
WILL SUPPORT THIS ANYWAY WE CAN

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



# Scoping Period Comment Form

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Reports/Environmental Impact Statements (EIR/EISs). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Susan Judd City: Placentia State: CA Zip: 92870  
Title (if applicable): \_\_\_\_\_ Phone: 714 993-1952 Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
Address: 254 Rio Grande Meeting Date: \_\_\_\_\_ Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments: Lester Thurow (famous economist) suggests that a good way to regain national respect would be to build a world-class rail system. I hope this vision comes to reality, because it has so much potential, and so many advantages

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# Scoping Period Comment Form

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Name (please print): Maurice Turner City: Anaheim State: CA Zip: 92805  
Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: Type MTR @ yahoo.com  
Address: 118 S. Olive St. #10 Meeting Date: 4/11 Meeting Location: Anaheim

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments:

Providing high-speed wireless Internet access on board would be an opportunity to entice business and leisure travellers with a product that is currently, and for the near-term, not available on airplanes and extremely limited in-car.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



# Scoping Period Comment Form

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Name (please print): VICTOR DOMINGUEZ City: ANAHEIM State: CA Zip: 92805  
Title (if applicable): COUNCIL ASST. Phone: (714) 765-5247 Fax: \_\_\_\_\_  
Organization/Business (if applicable): CITY OF ANAHEIM E-mail: VDOMINGUEZ@ANAHEIM.NET  
Address: 2005 ANAHEIM # 733 Meeting Date: 4/12/07 Meeting Location: ANAHEIM

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

COMPATIBILITY WITH EXISTING AMTRAK & METRO RAIL TRAIN SCHEDULES. WITH THE ADDITION OF THE HIGH SPEED SYSTEM, WILL IT CUT DOWN THE EXISTING AVAILABILITY OF THOSE SERVICES?

2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments:

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



**Written Comments Received at or After the Scoping Meeting  
Held at the  
City of Norwalk**



# Scoping Period Comment Form

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Name (please print): Joanne Rasmussen City: Huntington Beach, CA State: CA Zip: 92646  
Title (if applicable): \_\_\_\_\_ Phone: 714 593-1700 Fax: Same  
Organization/Business (if applicable): MONORAIL Society E-mail: SRREAL126@MSN.COM  
Address: 9152 Kapa Dr Meeting Date: Apr. 12/07 Meeting Location: Norwalk

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Arts & Sports  
Complex on Clarkdale

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

Noise Levels in our communities  
AIR pollution  
Security Issues

2. What other issues would you like the Project-Level EIR/EIS to address?

The existing map does not go to our city - Huntington Beach, Costa Mesa, Fountain Valley - C.G.

3. Additional Comments:

Rubber wheel rail - EMERALD SITE MONORAIL Society -

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



# Scoping Period Comment Form

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Name (please print): JOHN ANDREWS City: WHITTIER State: CA Zip: 90605  
Title (if applicable): \_\_\_\_\_ Phone: (562) 941-1081 Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
Address: 13619 BUSBY Meeting Date: \_\_\_\_\_ Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

RAIL ROAD BRIDGES AT ALL  
STREETS NO EXCEPTIONS.

2. What other issues would you like the Project-Level EIR/EIS to address?

WILL IT DISRUPT  
THE BNSF FREIGHT SCHEDULE?

3. Additional Comments:

MAKE SURE YOU ARE  
SEARCHING EVERY AVENUE.  
SAFETY NEAR THE LINE

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Name (please print): JOHN C. SEARIGHT City: ANAHEIM State: CA Zip: 92804  
Title (if applicable): N/A Phone: 714-952-1390 Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: JCSEARIGHT@SBCGLOBAL.NET  
Address: 3111 W. VALLBO Meeting Date: 4/12/07 Meeting Location: WALK  
ANAHEIM, CA 92804

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

NOT MANY

2. What other issues would you like the Project-Level EIR/EIS to address?

SAFETY - GRADE CROSSINGS, PEDESTRIAN ACCESS,  
GRAFFITI ARTISTS,

RAILFAN ACCESS AT STATIONS?

3. Additional Comments:

FULLERTON STATION IS A MAJOR RAILFAN  
GATHERING SPOT. WILL THIS BE ABLE TO  
CONTINUE.

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Name (please print): Achilles Young City: Aliso Viejo State: CA Zip: 92656  
Title (if applicable): Project Eng. Mgr Phone: 949 225 6543 Fax: \_\_\_\_\_  
Organization/Business (if applicable): Therox E-mail: a.young@therox.com  
Address: \_\_\_\_\_ Meeting Date: 4/12/07 Meeting Location: Norwalk

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

- Any areas dedicated to parks, museums or other cultural centers need to be considered so they can be relocated, if necessary
- Impact on established wetlands (migration patterns, etc)
- Flooding
- Impact on farmland
- Construction impact on current commute

2. What other issues would you like the Project-Level EIR/EIS to address?

- Support transportation network (system) (Taxis, buses (affordable & efficient))
- Hi-speed rail to Las Vegas to ease I-5 congestion
- Publicize usage of existing modes of travel to justify ridership projections
- Discuss maintenance issues (hazardous disposal, night work, etc?)
- Hours of operation
- Justification for ridership projections

3. Additional Comments:

- What's needed to discuss extending this phase to Irvine and San Diego.
- 

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CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

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Name (please print): LUIS TAMARGO City: HAWTHORNE State: CA Zip: 90250  
Title (if applicable): \_\_\_\_\_ Phone: 310-5369847 Fax: 310-5369847  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
Address: 5315 W 126 ST Meeting Date: 4/12/07 Meeting Location: \_\_\_\_\_

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

HIGH-SPEED RAIL SYSTEM SHOULD INCLUDE ADDITIONAL ROUTE THROUGH LAX/SOUTH BAY/LEWIS BEACH AREA.

2. What other issues would you like the Project-Level EIR/EIS to address?

THIS PROJECT MUST BE COMPLETED ASAP, BEFORE THE STATE'S ECONOMY COLLAPSES DUE TO INEFFECTIVE TRANSPORTATION SYSTEMS AND INCREASING TRAFFIC CHAOS

3. Additional Comments:

HIGH-SPEED TRAINS SHOULD INCLUDE COCKTAIL LOUNGES, LIVE MUSIC & OTHER AMENITIES.

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CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

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Name (please print): JOHN C. SEARIGHT City: ANAHEIM State: CA Zip: 92804  
Title (if applicable): \_\_\_\_\_ Phone: 714-952-1390 Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: JOSEARIGHT@SBCGLOBAL.NET  
Address: 3111 W. VALLEJO Meeting Date: 4/12/07 Meeting Location: NORWALK

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

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2. What other issues would you like the Project-Level EIR/EIS to address?

3. Additional Comments: SUGGEST SOME REACHOUT TO RAILFANS  
SIMILAR TO BNSF "CITIZENS FOR RAIL SECURITY".  
ALSO TO RAIL HISTORICAL SOCIETIES AND WEBSITES  
LIKE WWW.TRAINWEB.COM

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CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

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Name (please print): Melinda Seely City: Newport Beach State: CA Zip: 92660  
 Title (if applicable): \_\_\_\_\_ Phone: (949) 955-3575 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): AirFair E-mail: nbseely@aol.com  
 Address: 2833 Carob St Meeting Date: 4/12/07 Meeting Location: Newport

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

- Noise - trains are noisy (historical)
- Air pollution (cars & airplanes - big polluters)

2. What other issues would you like the Project-Level EIR/EIS to address?

Major concern: Our group was created to keep the "caps" on John Wayne Airport permanent. We see rail as an opportunity to use the airport in a more intelligent manner - short trips made via ground transportation - reserve airplanes for long/international trips.

We specifically would like to see rapid transit to

3. Additional Comments: Palmdale International Airport (which would greatly relieve the pressure to expand regional airports) from Orange County.

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CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

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Name (please print): IVO LAZZERONI City: WEST COVINA State: CA Zip: 91791  
Title (if applicable): — Phone: 626 339-5059 Fax: —  
Organization/Business (if applicable): — E-mail: —  
Address: — Meeting Date: 4/12/07 Meeting Location: NORWALK

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

2. What other issues would you like the Project-Level EIR/EIS to address?

*Buy enough ROW for future expansion. Note the freeway experience.*

3. Additional Comments:

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**Written Comments Received at or After the Scoping Meeting**  
**Held at the**  
**Metropolitan Transportation Agency**  
**City of Los Angeles**





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Name (please print): Adrian City: Glendale State: CA Zip: 91206  
 Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
 Organization/Business (if applicable): Franklin Research Dev. E-mail: johnny.stein@hotmail.com  
 Address: Chh Meeting Date: 4/5/07 Meeting Location: Los Angeles

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

*we need nuclear power!*

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

*Go all the way to Seattle*

3. What other issues would you like the Project-Level EIR/EIS to address?

*MAG-LEV technology, way more efficient  
more future oriented.*

4. Additional Comments:

*I'm 23 years old, I live in L.A., and  
I think you shouldn't be scared of the crazy  
cult-like influence of Environmentalists.  
Humans First!*

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Name (please print): SARON CHAN City: LA State: CA Zip: 90012  
 Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
 Organization/Business (if applicable): CITY OF LA E-mail: \_\_\_\_\_  
 Address: 200 N. SPRING ST RM 667 Meeting Date: \_\_\_\_\_ Meeting Location: \_\_\_\_\_  
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

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1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

IMPROVE SANTA ANA RIVER @ SAME TIME

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

TOO. NEAR VLOW STATION. MAKE IT A GREAT HUB.

3. What other issues would you like the Project-Level EIR/EIS to address?

WILL IT HARM / PRESERVE FARMLAND IN THE CENTRAL VALLEY?

4. Additional Comments:

GREAT OPEN HOUSE. STAFF IS VERY HELPFUL & INFORMATIVE

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Name (please print): Eric Garcia City: Los Angeles State: CA Zip: 90057  
Title (if applicable): Student Phone: (323) 240-9981 Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
Address: 127 S Park View Meeting Date: 4/5/07 Meeting Location: Los Angeles  
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

How much electricity will be consumed by the train?

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

3. What other issues would you like the Project-Level EIR/EIS to address?

What about gentrification?

Will this affect the public in matters of housing?

4. Additional Comments:

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Name (please print): IVANIA CAMPOS City: LA. State: CA Zip: 90057  
 Title (if applicable): "THE PUBLIC" Phone: 313 3865109 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): Anahuak E-mail: ivy6camp@aol.com  
 Address: 450 S. Lafayette Pk. Pl #117 Meeting Date: 4/5/07 Meeting Location: \_\_\_\_\_  
☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

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1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

N/A

CONCERN = \*Taylor Yard\*  
soccer field  
Local Recreation for Young Kids & Teenagers

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

\*TAYLOR YARD\*  
soccer fields  
Local Recreation for Young Kids & Teenagers

3. What other issues would you like the Project-Level EIR/EIS to address?

Basically, what we are here to ask for is an alternative route. Another OPTION for ~~about~~ the High-Speed Rail, instead of TAYLOR PARK/TAYLOR YARD. ~~Our~~ New Soccer fields are placed there hopefully your words remain true & HELP us teenagers keep our fields which

4. Additional Comments:

our going to keep us safe & out of streets. Their are many Benefits we understand but it affects us Kids and our fields.  
"Mr. Brew we appreciate your words but please find another Alternative for Taylor Yard!"

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Name (please print): TONY JUSAY City: Los Angeles State: CA Zip: 90012  
 Title (if applicable): Transportation Planner Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
 Organization/Business (if applicable): METRO E-mail: Jusaya@metro.net  
 Address: \_\_\_\_\_ Meeting Date: \_\_\_\_\_ Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

I am concerned ~~with~~ with parking for these stations. I don't believe in supporting huge <sup>CAR</sup> parking lots for the proposed stations if so. Provide parking for bicycles and non-motorized travel as a mitigation measure.

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

Limit the amount of car parking for these stations. Encourage non-motorized travel to and from station with parking for these modes (bicycles)

3. What other issues would you like the Project-Level EIR/EIS to address?

include available space inside passenger cars for bicycle parking and storage.

4. Additional Comments:

Areas that will undergo electrification should be tied in with solar energy stations. Incorporate renewable energy solutions for project. Incorporate sustainable practices for design, construction and operation.

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Name (please print): Nick Maricich City: Los Angeles State: CA Zip: 90012  
Title (if applicable): Planning Assistant Phone: (213) 978-2666 Fax: \_\_\_\_\_  
Organization/Business (if applicable): LA City E-mail: nicholas.maricich@lacity.org  
Address: 200 N. Spring St., Rm 667 Meeting Date: 4/5/07 Meeting Location: LA-MTA HQ

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

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1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center (ARTIC)) Project-Level EIR/EIS. Please be as specific as possible.

Local Transit connectivity

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

Wildlife corridors / Linkages

3. What other issues would you like the Project-Level EIR/EIS to address?

Transportation/Land Use coordination w/ local municipalities.

4. Additional Comments:

Great presentation - please do additional outreach to let more of the public become aware of the proposed system and its benefits.

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Name (please print): Giovanny Campos City: Los Angeles State: CA Zip: 90057  
 Title (if applicable): "The Public" Phone: (213) 386-5109 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): Anahuak E-mail: \_\_\_\_\_  
 Address: 1150 S. La Fayette Pl. Pl. #117 Meeting Date: 4/8/07 Meeting Location: \_\_\_\_\_  
☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

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1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

N/A

My concern is basically the power fields they might take away. In Taylor Yard

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

3. What other issues would you like the Project-Level EIR/EIS to address?

What we want is to have alternative routes to Taylor yard.

4. Additional Comments:

What are the affects from the Speed Rail?

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.





# Scoping Period Comment Form

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Name (please print): Victor Mancera City: LA State: CA Zip: 90026  
 Title (if applicable): \_\_\_\_\_ Phone: (213) 353-9479 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Address: 135 W. WESTLAKE AVE Meeting Date: \_\_\_\_\_ Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

Affects

Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

N/A

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

This project is affecting our soccer field Taylor yard because that's where my team practice and sometimes have soccer games.

3. What other issues would you like the Project-Level EIR/EIS to address?

I hate about the project EIR/EIS because it want to take over soccer parks. This project is going to affect Los Angeles to Palmdale's environment.

4. Additional Comments:

I talked with Mr. Brew about how is the High Speed Rail is going to pass through our environment underground, above, or pass through our soccer field.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.





# Scoping Period Comment Form

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Name (please print): Roxanna Merchaca City: Los Angeles State: CA Zip: 90057  
Title (if applicable): Public Phone: 213/408-3979 Fax: \_\_\_\_\_  
Organization/Business (if applicable): Abnahuah E-mail: \_\_\_\_\_  
Address: 2319 W. 2nd St Meeting Date: 4/6/07 Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

well if they built High-speed Rail my concern would be if these trains would be affordable to the community.

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

Another thing will these trains be spacious (another concern).

3. What other issues would you like the Project-Level EIR/EIS to address?

I think these trains will benefit us but it could also affect our community if they cross through parks or anything we use for our community.

4. Additional Comments:

A very important concern that I had was that one of the locations that the train was proposed to pass is my new soccer parks. Those soccer parks are for our community.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# Scoping Period Comment Form

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Name (please print): FIJARDO MEUTHALA City: Los Angeles - State: CA Zip: 90026  
 Title (if applicable): the coach Phone: 213-842-4766 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): AnethVak E-mail: \_\_\_\_\_  
 Address: 135 P. Westlake Ave LA CA 90026 Meeting Date: 4-5-07 Meeting Location: \_\_\_\_\_  
☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

NOT APPLY

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

Will this project affect projects like Taylor Yard and construction sites from LA. to palmdale?

3. What other issues would you like the Project-Level EIR/EIS to address?

4. Additional Comments:

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.





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Name (please print): Isabelo Benitez City: LA State: CA Zip: 90020  
 Title (if applicable): Student Phone: 213-382-3645 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): Am Hawk E-mail: \_\_\_\_\_  
 Address: 307 S. Main Street, P Meeting Date: 4/5/07 Meeting Location: \_\_\_\_\_

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

How long does it take from Los Angeles to San Francisco?  
 How much energy will it take?

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

If you do this project what will effect?  
 Will we have soccer fields so my team could play?  
 Please talk to Mr. Brew about this project?

3. What other issues would you like the Project-Level EIR/EIS to address?

4. Additional Comments:

well I'm not happy with this project? why? Because  
 it will affect My soccer Team and we will not have that  
 much soccer fields to play.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on **April 27, 2007**.



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

## Formulario de Comentarios del Período de Investigación

**Gracias por asistir a la junta de hoy.** El propósito del proceso de investigación es identificar las inquietudes del público y de agencias, concentrarse en los documentos ambientales y definir los asuntos que serán examinados en los Informes del Impacto Ambiental/Declaraciones del Impacto Ambiental (EIR/EIS) a Nivel de Proyecto. El proceso de investigación también ayuda a identificar impactos, alternativas, medidas de mitigación y áreas ambientales objeto del proyecto que merecen atención.

Nombre (por favor en letra de molde): REUL MACIAS Ciudad: LOS ANGELES Estado: CA Código: 90063  
Puesto (si es aplicable): FOUNDER AND PRESIDENT Teléfono: (323) 343-1521 Fax: (323) 225-7365  
Organización/Negocio (si es aplicable): ANAHUAK Correo Electrónico: ANAHUAKSOCIETY@MAIL.COM  
Domicilio: 1550 SAN FERNANDO RD Fecha de la Junta: 04/05/2007 Lugar de la Junta: L.A. COUNTY (M)  
☒ Si quisiera ser añadido a su lista de correspondencia para recibir boletines de noticias, correspondencia de información y avisos de juntas.

Por favor circunde el corredor(es) que sea pertinente a usted: (Los Angeles - Condado de Orange) (Los Angeles - Palmdale)

**Por favor responda a las siguientes preguntas con tanto detalle como sea posible, basado en la presentación de hoy y cualesquiera inquietudes o preguntas no respondidas que usted pueda tener acerca de los proyectos propuestos y EIR/EIS a Nivel de Proyecto.**

1. Por favor nombre los asuntos ambientales de los cuales tiene inquietudes y quisiera ver abordados en los EIR/EIS a Nivel de Proyecto de Los Angeles (Estación Union) al Condado de Orange (Centro Intermodal de Transportes Regionales de Anaheim (ARTIC)). Por favor sea lo más específico como le sea posible.

~~LA OCUPACION DE ESPACIOS~~  
~~ABUERTOS NO APLICA~~

2. Por favor nombre los asuntos ambientales de los cuales tiene inquietudes y quisiera ver abordados en los EIR/EIS a Nivel de Proyecto de Los Angeles (Estación Union) a Palmdale. Por favor sea lo más específico como le sea posible.

LA OCUPACION DE ESPACIOS ABUERTOS  
EL RUIDO, POCA VENTILACION

3. ¿Qué otros asuntos quisiera que aborden los EIR/EIS a Nivel de Proyecto?

DARLE MAS IMPORTANCIA A LA SUSTENTABILIDAD  
SER MAS INCLUSIVO.

4. Comentarios Adicionales:

COMENTARIO A MR BREW POR LA ATENCION  
DADA EN EXPL

Gracias por su participación en este proceso importante. Por favor deje su formulario en la mesa de registro o envíenoslo por correo tan pronto como sea posible para cerciorarnos que sus comentarios se incluyan en nuestros estudios. El período de investigación se cierra el 27 de abril de 2007.

**Written Comments Received at  
California High-Speed Rail Authority  
City of Sacramento**





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# Scoping Period Comment Form

RECEIVED

APR - 9 2007

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Reports/Environmental Impact Statements (EIR/EISs). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): RICHARD SEELEY City: LA CRESCENTS State: CA Zip: 91214  
Title (if applicable): OWNER Phone: (818) 248-1793 Fax: SAME  
Organization/Business (if applicable): DICK SEELEY GARDENING E-mail: dick.seeley@juno.com  
Address: 3924 EL CAMINITO Meeting Date: 4-4-07 Meeting Location: GLENNDALE LIBRARY

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.  
☒ **ALREADY ADDED!**

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

*I don't really see any negative environmental problems with high speed rail except probably some noise and ground vibration. Since trains, high speed & otherwise, take much less land in which to operate than freeways or airports, they are a definite plus environmentally in my opinion!*

3. What other issues would you like the Project-Level EIR/EIS to address?

*I think you should be sure to fully address the positive aspects of high speed rail.  
Doubtless like to see some emphasis on the ability to link high speed rail to urban city light rail, etc!*

4. Additional Comments:

*I would like to see you provide a solid benefit analysis financially and otherwise that rail will bring to this state and other states over time. We know that the costs are high & growing but will get the future benefits far outweigh the eventual cost of the entire project.  
I would also like to know the Governor's position on this project as well as those in the legislature who don't like it!*

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 24, 2007.



# Scoping Period Comment Form

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Name (please print): AL BAHM City: SAN JUAN CAPISTRANO State: CA Zip: 92675  
 Title (if applicable): \_\_\_\_\_ Phone: (949) 493-1878 Fax: \_\_\_\_\_  
 Organization/Business (if applicable): SEFERRA CLUB E-mail: \_\_\_\_\_  
 Address: \_\_\_\_\_ Meeting Date: 4/5/07 Meeting Location: LA COUNTY METRO BOARD ROOM LOS ANGELES, CA  
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please circle the corridor(s) that pertain to you: (Los Angeles - Orange County) (Los Angeles - Palmdale)

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Orange County (Anahelm Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EIS. Please be as specific as possible.

1. ENVIRONMENTAL NOISE POLLUTION EMITTED FROM HIGH-SPEED TRAIN
2. ELECTRO-MAGNETIC FIELDS EMITTED FROM THE OVERHEAD TRANSMISSION POWER LINES ALONG THE PROPOSED HIGH-SPEED RAIL CORRIDOR
3. AIR QUALITY
4. POSSIBLE HISTORICAL PRESERVATION OF DWELLING ALONG THE PROPOSED HIGH-SPEED RAIL CORRIDOR

2. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) to Palmdale Project-Level EIR/EIS. Please be as specific as possible.

1. ENVIRONMENTAL NOISE POLLUTION EMITTED FROM HIGH-SPEED TRAIN
2. ELECTRO-MAGNETIC FIELDS EMITTED FROM THE OVERHEAD TRANSMISSION POWER LINES ALONG THE PROPOSED HIGH-SPEED RAIL CORRIDOR
3. AIR QUALITY
4. POSSIBLE PLANT/SPECIES PRESERVATION/CONSERVATION ALONG THE DESERT PORTION OF THE PROPOSED HIGH-SPEED RAIL CORRIDOR

3. What other issues would you like the Project-Level EIR/EIS to address?

1. PUBLIC SAFETY AT RAILROAD CROSSINGS AND CERTAIN PORTIONS OF THE PROPOSED HIGH-SPEED RAIL CORRIDOR
2. THE FINANCING OF THE WHOLE PROJECT
3. I DON'T WANT THIS PROJECT TO TURN OUT LIKE THE TOLL-ROAD IN SOUTH ORANGE COUNTY, WHERE A GOVERNMENT AGENCY WOULD HAVE TO BAILE IT OUT. THIS WOULD COST MORE THAN ORIGINALLY PROJECTED

4. Additional Comments:

OVERALL I THINK THIS IS A GOOD PROPOSAL. HOPEFULLY THIS HIGH-SPEED RAIL SYSTEM CAN COMPETE WITH MOTOR VEHICLE TRAVEL. MAYBE THIS HIGH-SPEED RAIL SYSTEM IS ONE OF MANY ANSWERS TO THE CALIFORNIA TRAFFIC CRUNCH OF NOW AND FUTURE CAPABILITIES.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 27, 2007.





## Scoping Period Comment Form

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Name (please print): Karen Malley City: Anaheim State: CA Zip: 92804  
Title (if applicable): \_\_\_\_\_ Phone: 714 469-8589 Fax: 714 635-1430  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: bonic@hotmail.com  
Address: 1609 S. Gaty St. Meeting Date: Apr. 11 Meeting Location: Anaheim downtown

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

**Please complete the following questions in as much detail as possible, based on today's presentation and any concerns or unanswered questions that you may have about the proposed projects and Project-Level EIR/EISs.**

1. Please list the environmental issues that you are concerned with and would like to see addressed in the Los Angeles (Union Station) and Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project-Level EIR/EISs. Please be as specific as possible.

It's essential that the project use sustainable resources even at a higher cost. Any increase in electrical power generation must come from fuels other than oil or gas, & materials used in construction should mark the coming of a new era in public building. An era with the priority being sustainability. People will be asked to forgo their automobiles to use the rail & the rail must represent a huge improvement environmentally so that they can feel justified in their "sacrifice".

2. What other issues would you like the Project-Level EIR/EISs to address?

Wildlife corridors minimal inconvenience to daily routines while construction is taking place. Earthquake safety with all the earth moving required for under street tracks.

3. Additional Comments:

I'm concerned that the community will be afraid of the 'financial burden' & will not support this essential project. It will require a new mind set in the Orange County community to see this as important to our comfort as well as our ecosystem. 'An Inconvenient Truth' style publicity campaign may be necessary for the understanding of how many more cars & hence gridlock, frustration & degradation of environment will undoubtedly become our reality without a rail system of such caliber.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 27, 2007.

Rachel Weninger

---

From: Dennis Davis [dendavis@sbcglobal.net]  
Sent: Monday, April 16, 2007 4:59 PM  
To: Comments  
Subject: Los Angeles to Anaheim NOP

Dear Mr. Leavitt:

We were unable to attend the public meeting in Anaheim regarding the NOP, therefore we will submit these comments. I regret if something we state had been covered in the public presentation.

Grade separation

1. will the project include the existing rail lines wherever there is a grade separation constructed? It would greatly facilitate both safety and efficiency for AMTRAK, Metrolink and freight traffic if all grade crossings were eliminated.
2. when a grade separation project entails lowering the rail roadbed to pass beneath a street, consideration should be given to the high water tables in many locales. Additionally, with the electric rail, flooding in these depressed areas becomes very sensitive.
3. the time to complete grade separation projects is critical to local highway circulation. I reference the time it took the City of Fullerton and BNSF to complete the Highland Avenue project in that city, it was over one year. In the case of a grade separation such as State College in Anaheim, the volume of traffic in that location would create a major local circulation issue.

Energy usage

Consideration should be given to alternative energy sources for the supply of the electrical power, such as solar or wind, to reduce additional greenhouse gas emissions relative to the rail project. With the reduction in small particle pollution by not using diesel engines, it would seem appropriate to extend the environmental enhancement of clean energy to the original generation source. While these technologies are not currently available as a complete power source, their inclusion in the supply system for the high speed rail service would show a commitment to the clean energy benefits they provide.

Station Location

My wife and I have utilized high speed rail transit in both Japan and Europe, and were very impressed with the systems. One of the benefits of these systems is that the stations are located in the central city, allowing riders to walk to nearby hotels or the shopping district. We would hope this could be a marketing tool for the system.

Sincerely,

Dennis T. Davis  
Amy M. Davis  
1677 West Ord Way  
Anaheim, CA 92802  
714-636-4810

**Rachel Weninger**

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**From:** jonathanyee@advantec-usa.com  
**Sent:** Friday, April 20, 2007 8:24 PM  
**To:** Comments  
**Subject:** HSRA Comments for LA Union Station to Orange County/Anaheim

CHSRA Staff and Consultants,

After attending the scoping meeting held in Anaheim City Hall, I hope the project level EIR includes growth inducing impacts of the proposed project. CEQA Section 15126.2, Section (d) mentions the inclusion of growth inducing impacts of the project. I believe if a literature review is conducted on new transit and rail lines (such as BART, LACMTA Gold Line), an assumed density of land uses can be used to project pollution, noise, and economic impacts of adjacent development in scenarios with the high speed rail line. On a city by city basis, densities of new developments within the last five years can be projected forward in the "no build scenario". A comparison can then be made on impacts of both scenarios, and I believe the HSRA scenario will not only improve mobility, but also reduce noise, pollution, and capital improvement spending. This would be a result of increased densities adjacent to the rail line, and a reduction of new roads, widening, and services for future "sprawl" type developments.

Thanks and I look forward to progress regarding the project.

Jonathan Yee  
Engineer  
Advantec Consulting Engineers  
21700 Copley Drive, Suite 350  
Diamond Bar, CA 91765  
phone: 909-860-6222 x 111  
fax: 909-860-6722

## Dan Leavitt

---

From: Rick [rmccarthy@mindspring.com]  
Sent: Friday, April 27, 2007 1:55 AM  
To: Dan Leavitt; Comments  
Subject: Los Angeles - Orange County HST

Mr. Dan Leavitt  
Deputy Director  
ATTN Los Angeles - Orange County  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Greetings Mr. Leavitt:

I'm writing today to comment on the HST Program/Project and the recent Scoping Meetings held, April 2007, in Los Angeles, Norwalk, and Anaheim, CA. I'd first like to say that I was pleasantly surprised to hear about the California High Speed Rail Authority (CHSRA). I thought I was relatively informed about the goings-on in California and the public notice I saw in the Orange County Register did surprise me. I'd also like to say, that in principle, I strongly agree with the need for an alternate transportation modes, and that a high speed train would be highly attractive to me.

There has been much talk about high speed trains traveling from Los Angeles, California to Las Vegas, Nevada, but nothing had ever been implemented to date, so everyone I know just thought it was a pipe dream. Irregardles, it appears the CHSRA has been appointed to the task at hand, and I'll inform as many residents as I can regarding your Program/Projects going forward. Since the Scoping notice, I've been playing catch up on High Speed Trains and learning as much as possible, as well as what the CHSRA has completed to date.

I see the Authority has completed the Final Program EIR/EIS. Upon reviewing the documents in Volume 1, Chapter 6, on Preferred HST Alignment and Station Options, I was somewhat disappointed in the Authorities' decision to prefer the LOSSAN corridor, over the UPRR SANTA ANA corridor, from LA Union Station to Norwalk, and on to Anaheim. As a daily commuter from Costa Mesa to El Segundo, my main concern will always be commuting time. Given the travel times mentioned in the report, 16 minutes on UPRR SANTA ANA versus 27 minutes on the LOSSAN, it seems like an obvious choice. In addition, it should be noted that at the existing Norwalk Metrolink Station (on the LOSSAN), a traveler or commuter wishing to go to LAX must transfer to the local Norwalk Number 4 bus, stopping at all the local stops on Imperial Highway, in order to connect to the MTA Metro Rail Green Line (which serves LAX), also in Norwalk, but is 2.5 miles West of the Metrolink Station (LOSSAN)!! This is unacceptable!!

Now consider the UPRR SANTA ANA corridor. The wide sweeping radii of the proposed track will allow speeds up to 125mph or more, allowing a commute time from Anaheim to Union station in just 16 minutes, that's fast!! Not only that, but a proposed new Norwalk Station would be very close (probably within walking distance) of the MTA Metro Green Line! That's great!! When discussing commute times with fellow employees, without any mention of the LOSSAN vs. UPRR corridors, all were very excited about a 16 minute commute.

One of the main reasons for building a high speed train was for speed, thereby reducing travel time compared to other modes of travel. This is no less important between Orange County and Los Angeles County. Savings of time and/or money will either lead to the success or failure of this high speed train.

For the purposes of the Scoping Meetings regarding either the LOSSAN corridor or possible UPRR SANTA ANA corridor I am concerned about the following.

Regarding Design/Construction:

1. Safety in design should be maintained. Grade Separations should be maintained AT ALL CROSSINGS, WHETHER VEHICULAR, LOCOMOTIVE, OR PEDESTRIAN. We saw the need for this with the Metrolink/Automobile accident when a driver purposely parked his car on the railroad tracks. I believe there could be a Freight crossing near Fullerton, and this should be eliminated. A Fullerton or Norwalk Freight/Metrolink crossing lead to a serious accident in that area. I just want this train to be very safe. We always seem to hear about so many accidents on trains for such obvious reasons, like operators are asleep. Some type of barrier might also need to be placed between Freight Tracks and HST Tracks, thereby preventing a Freight train derailment from colliding with an HST.

2. On Aerials, I want to make sure designs consider seismic events, and supports and bridge work will withstand expected seismic events in the future. On the Metro Rail Green Line, which is probably narrower than the HST, dual pillars are used to support the aerials. I expect this might be necessary for the HST as well. Metal wrapping (retrofitting) might also be incorporated as well, as is the case on freeway overpass supports now. Aerial installation will probably require Pile Driving. This means substantial noise will be heard (and felt) during construction along the selected corridor. A note in this regard, when I lived near a major freeway intersection during this type of construction, local residents noticed mice infestations, as the rodents tended to flee the Pile Driving activity.

3. If any proposed tunnels are required, ensure they are cut wide enough to reduce pressure effects, especially at entrances (wider still). Also, make sure they are wide and high enough to allow double decked trains, should they be used in the future. High speed trains have a tendency to lean toward one another due to the low pressure effects surrounding them. The current pictorials will put trains less than 6 feet apart, with rolling stock 9.5 feet across.

4. High speed operation will cause ballast to be kicked up. This will cause dust near the train. With proper design and preparation, dust should be kept to a minimum.

5. Buff strength needs to be resolved if the HST, Metrolink, and Amtrak will operate on the same set of rails.

6. If the LOSSAN is used, make sure the Catenary for the HST will not interfere with the top of the Metrolink Trains.

7. We want fast, quite, and safe trains. This means make sure tracks have very wide radii (with wider margins for faster operation later). We should purchase the newest, low drag, aerodynamic rolling stock. Low drag rolling stock means less energy (electricity) will be needed to move it. Less energy means the whole system is more efficient. We also need rolling stock built with the latest design improvements that allow fast operation without the possibility of overturning on derailment. Derailments have occurred on the TGV (French HST), but due to the design of their articulated cars, they haven't overturned. This has resulted in no deaths on the TGV since its inception.

8. I support the use of Irvine as the current endpoint for the OC line. With the closing of the El Toro Marine Base, some of that land could have been used for a maintenance yard. Irvine residents, however, may be reluctant to incorporate this into their development plans for the same reasons they discounted the use of the base as an airport. The cities redevelopment plans may also be solidified, but I believe they did wish the HST to be terminated in Irvine.



Regarding Operation:

1. Security of passengers should be included as part of the station operations along the proposed routes. This is easily ignored because it was never a problem pre-9/11, but this should be a concern post-9/11. A new HST in California will be world news, and as such, it will be a target for terrorism.

Social Impact:

1. As an HST comes online, more travel will actually be generated by the existence of this train. People living too far to commute will now have options opened up to them, that wouldn't exist with a slower mode of travel. It will also open up more pleasure travel as residents would be able to make long distance travel up and down the state, thereby local economies experiencing more tourist dollars.

This is the end of my comments on the Scoping meetings/comments regarding the proposed Los Angeles to Orange County HST.

Since California now has an authority given the task of bringing us HST, I now propose, in conjunction with the CHSRA, FRA, along with the appropriate Authority in Nevada, a route (corridor) to connect the Ontario Airport to Las Vegas, Nevada, via High Speed Rail service. The route could be built near an existing right-of-way, up the Cajon Pass, with stops in Victorville, Barstow, Stateline, and Las Vegas, Nevada. Southern Californians have been talking about high speed trains operating between Los Angeles and Las Vegas for many years now, without anything being developed. Given the current plans underway by the CHSRA, it seems like the perfect time to incorporate this proposal so a line could be built concurrently with the new North-South line. Congestion along I-15 is getting very bad, especially on weekends. It's the ideal route because it's traveled so heavily, and so many people could use a nice fast train.

I look forward to hearing about the progress on the current project level input, along with a favorable response on my proposals. I do support the authority and their goals. I just want the best system we can possibly have, for all Californians.

Regards,  
Richard McCarthy  
P.O. Box 11852  
Santa Ana, CA 92711



March 28, 2007

Mr. Ryan Kenny  
Consensus Planning Group Inc.  
2172 Dupont, Suite 21  
Irvine, CA 92612

Dear Mr. Kenny:

Thank you for your presentation on the California High-Speed Rail Authority. It was enlightening to learn of the plans for this new efficient form of transportation and the benefits it will bring to Southern California.

The Fullerton Chamber of Commerce supports a well-maintained transportation infrastructure that responds to the business community and supports economic expansion and efficient movement of people, goods and services. We feel that in order to continue to be economically sound, Fullerton must strive for a transportation system that meets the needs of the business community and general populace while enhancing the region's overall quality of life.

While, in general, we support the concept of improved rail transport to provide rail service for our region, we strongly feel that a stop in Fullerton would best serve our citizens and the North Orange County region.

Fullerton currently has the busiest rail station between Los Angeles and San Diego. The City has committed millions of dollars to ensure that our transportation center remains a vital economic and cultural hub for the region.

Fullerton is home to five colleges and universities – California State University, Fullerton; Fullerton College; Hope University; Southern California College of Optometry and Western State University of Law. These educational institutions employ more than 5,000 people and have combined student enrollments greater than 50,000. Many of these individuals travel substantial distances with their daily commutes and are prospective riders of high-speed rail. CSU Fullerton's satellite campus in Irvine greatly expands the campus' geographic reach bringing students from an even wider area.



Mr. Ryan Kenny  
Consensus Planning Group Inc.  
Page Two  
March 28, 2007

Additionally, Fullerton is home to Superior Court of California, North Justice Center which again provides an employment base for our region as well as potential commuters for high-speed rail.

It is my hope that you take these factors into consideration in the future planning of where the stops will be for this rail system. You indicated that the infrastructure to provide service through Fullerton is included in your plan; we strongly encourage you to take advantage of the existing ridership, and potential future additional ridership in Fullerton by having the high-speed rail stop in Fullerton.

Sincerely,

A handwritten signature in black ink, appearing to read "Theresa Harvey".

Theresa Harvey  
Executive Director



# CITY OF ORANGE

COMMUNITY DEVELOPMENT DEPARTMENT

[www.cityoforange.org](http://www.cityoforange.org)

ADMINISTRATION  
(714) 744-7240  
fax: (714) 744-7222

PLANNING DIVISION  
(714) 744-7220  
fax: (714) 744-7222

BUILDING DIVISION  
(714) 744-7200  
fax: (714) 744-7245

CODE ENFORCEMENT DIVISION  
(714) 744-7244  
fax: (714) 744-7245

April 24, 2007

via email: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

Attn: Mr. Dan Leavitt, Deputy Director  
Los Angeles to Orange County High Speed Train  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

**Subject: Notice of Preparation (NOP) for a Project-Level EIR/EIS for the California High Speed Train, Los Angeles to Orange County segment.**

Dear Mr. Leavitt,

The City of Orange (City) has reviewed the NOP for the Project-level Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) for the California High Speed Train's Los Angeles to Orange County segment. The project proposes a high-speed train service from Los Angeles' Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) station. The City understands that the forthcoming EIR/EIS is tiered from the previous Program-level EIR/EIS that evaluated the Los Angeles to San Diego High Speed Train corridor.

**Orange supports the concept of a High Speed Train system operating in the State of California, and this support includes an Initial Operating Segment that would extend from Los Angeles' Union Station to Anaheim's ARTIC station.** Orange *strongly* opposes the segment from Anaheim to the City of Irvine. This segment traverses the City of Orange and would result in significant, unacceptable adverse environmental impacts to our community including disruption of our National Register-listed historic district, noise and vibration impacts, and land use, housing and community impacts affecting both our residential and commercial/industrial communities. The City previously submitted a comment letter (dated June 25, 2004) for the Program EIR/EIS detailing these substantial concerns, which stem from the "Anaheim to Irvine" segment and have not yet been addressed.



Because the proposed project's limits (defined as Los Angeles to Anaheim) stop north of the City of Orange and do not traverse our jurisdiction, the City's comments (below) do not reiterate our previous concerns, but focus on "spill over" environmental effects.

Please ensure the draft EIR/EIS addresses the following issues:

Comment 1: In the NOP, there are several statements that indicate that the proposed project is the "Los Angeles to Anaheim" segment of the California High Speed Train corridor, and the "Anaheim to Irvine" segment may be considered by the Rail Authority in the future as a separate effort. However, Figure B in the NOP references the Los Angeles to Anaheim segment as "Phase 1" of the proposed project and the "Anaheim to Irvine" segment as "Phase 2". This infers that the "Anaheim to Irvine" segment is the next "phase" of the project currently under consideration. As you are aware, the City is strongly opposed to the "Anaheim to Irvine" segment, and has an interest in ensuring that the forthcoming EIR/EIS does not in any way indicate that the Rail Authority is moving forward with approvals for this segment.

To avoid confusion over the scope of the project and the EIR/EIS, the City requests that the EIR/EIS eliminate references to the "Anaheim to Irvine" segment altogether, particularly where it is referenced as "Phase 2" of the proposed project. Rather, incorporate text that clearly states that the current proposal from "Los Angeles to Anaheim" is one segment of the larger statewide system (which was evaluated in the Program EIR), and clarify any and all approvals related to the forthcoming EIR/EIS are for the "Los Angeles to Anaheim" segment only. Further planning and implementation efforts for all other segments of the California High Speed Train system would be addressed as a separate project, which would undergo a separate environmental review and approval process. This approach will allow the City of Orange to support this current project.

Comment 2: The City of Anaheim's ARTIC station abuts the City of Orange jurisdictional boundary. We anticipate that with increased services at the ARTIC station, traffic levels on adjacent roadways will increase. The City requests that the Draft EIR/EIS include a capacity analysis using ICU methodology of all signalized intersections on Katella between the Santa Ana River and Tustin Street, on Main Street between Taft and Chapman, Chapman between Main and State College and Orangewood between Main and the SR-57 ramps.

The existing traffic management software and hardware used by the City of Orange Traffic Management Center should be analyzed to determine if upgrades are necessary to adequately accommodate ARTIC-related traffic flows on Katella Avenue. This should include an operational intertie between Orange's and Anaheim's Traffic Management Centers.



The City also expects that the traffic analysis will address a “project opening year” scenario as well as a long-term (cumulative) scenario. The EIR/EIS must include adequate mitigation measures to address increased traffic volumes and increased demand on Orange infrastructure and must maintain an acceptable Level of Service of LOS D, per the City’s General Plan Circulation Element.

In addition, please note that the City of Orange is in the process of updating its General Plan, which is scheduled for City Council consideration this Fall, 2007. Please ensure that traffic volumes for the long-term traffic analysis scenario reflect the City’s updated land use densities and circulation system

For further information, please contact Mr. Tom Mahood, City Traffic Engineer, at (714) 744 5536.

Comment 3: The City requests that the EIR/EIS address increased parking demand resulting from the high speed train service stop at Anaheim and demonstrate that Anaheim’s ARTIC station has adequate parking facilities to accommodate projected demand. City of Orange streets regularly experience on-street parking “spillover” from Anaheim facilities and events; therefore, we have an interest in ensuring that the ARTIC station’s facilities have been planned to accommodate new project-related parking demand.

Comment 4: The City requests that impacts to existing rail operations within the City of Orange be studied and disclosed in the Draft EIR/EIS. This should include a discussion of impacts to existing Amtrak and Metrolink services in the City with respect to station spacing (i.e. changes in service due to moving the Anaheim station closer to the Orange station).

The City of Orange appreciates the opportunity to comment on the above-referenced project and looks forward to receiving the EIR/EIS later this year. Please contact Jennifer Le, Senior Planner/Environmental Review Coordinator at (714) 744-7238 should you have any questions.

Sincerely,



Alice Angus  
Community Development Director

California High Speed Train – Los Angeles to Orange County Segment  
Notice of Preparation for a Draft EIR/EIS  
April 24, 2007  
Page 4

CC: John Sibley, City Manager  
Gail Farber, Public Works Director  
Tom Mahood, Transportation Manager/City Traffic Engineer  
Anna Pehoushek, Principal Planner, Advance Planning Division.  
Jennifer McDonald, Senior Planner/Environmental Review Coordinator  
Doug Keys, Transportation Analyst

**Appendix - H**  
**Written Agency Scoping Comments /**  
**Transcript of Verbal Comments**





August 17, 2004

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Chief Executive Officer

Mr. Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:

Thank you for the opportunity to offer the Orange County Transportation Authority's (OCTA) comments on the California High-Speed Rail Authority's (CHSRA) Draft Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) for the proposed statewide high-speed train system. Based on OCTA Board direction, below are OCTA's comments about the document and the future development of the high-speed train system:

- A. In general, OCTA is interested in seeing such a system, if implemented, serving Orange County, with the segment from Union Station to Anaheim on the Initial Operating Segment (IOS). We understand that modifications to the IOS may require legislative action. If so, OCTA will undertake such discussions with key legislators. Overall, OCTA is in support of the proposed California High-Speed Train system serving Orange County in the IOS. OCTA staff will continue to work with CHSRA staff regarding issues and plans as the project moves forward in the future.
- B. High-speed rail service from the Anaheim Regional Transportation Intermodal Center (ARTIC) north to Union Station (in Los Angeles), and beyond, should be one of the first segments of the system to be built. However, the goal of reaching the Irvine Transportation Center (ITC) is still supported by OCTA. Local officials have begun work on projects that would complement any high-speed rail (HSR) service (e.g., bus, arterial, freeway, parking, rail, and other facilities and services). Serving the ARTIC and other destinations in Orange County remains vital.
- C. OCTA is strongly in favor of using the Los Angeles to San Diego (LOSSAN) corridor for the HSR system. We do not favor the Union Pacific corridor north of Santa Ana.
- D. Building a trench through parts of Orange and Santa Ana will be very challenging and costly. Extending high-speed rail service south of Anaheim will likely present significant difficulties due to the horizontal curvature of the track, possible environmental justice issues, noise and vibration concerns, vertical clearance challenges, and other issues. Numerous cities south of Anaheim have documented their concerns for the trench option. We are concerned about how this proposal may affect existing and future rail capacity

Orange County Transportation Authority  
550 South Main Street / P.O. Box 14184 / Orange / California 92663-1584 / (714) 560-OCTA (6282)



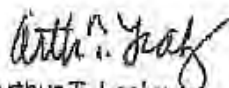
Mr. Mehdi Morshed  
August 17, 2004  
Page 2

in this corridor. OCTA is interested in having other alternatives (e.g., other alignments, tunnel, or others) developed for this segment so that OCTA and local officials can determine the best course of action. These alternatives should be developed to the same level of detail as the options contained in the PEIS/PEIR support documents. If the significant challenges south of Anaheim can be resolved to the satisfaction of affected agencies, we remain supportive of having high-speed electrified service extend to the ITC.

- E. OCTA has recently completed a detailed analysis of the rail capacity for passenger and freight needs from Fullerton north into Union Station along the LOSSAN corridor. The needs of Metrolink, Amtrak, and freight movements for the next 20 years (approximately) have been accounted for in this analysis. It appears that much of this corridor will require triple-tracking. As the background material for the DEIR/DEIS indicates, a fourth track would be required if HSR is added. The impacts on stations and land uses adjacent to the track are of concern.
- F. OCTA does not support double-tracking the system (whether high-speed, electrified, or not) in the south Orange County historical and coastal areas. We remain concerned about the final tunnel option near Interstate 5 near San Juan Capistrano, San Clemente, and Dana Point. We also want to bring the final facilities and operational options in coordination with our recently completed Commuter Rail Strategic Assessment.
- G. OCTA desires to work closely with CHSRA on the design of these features and operations as the project progresses.

Once again, thank you for the opportunity to comment on the Draft PEIR/PEIS for the statewide high-speed train system. If you have questions, please call Kia Mortazavi, Director of Strategic Planning at (714) 560-5741, or Richard Marcus, Manager of Long Range Strategies at (714) 560-5832.

Sincerely,

  
Arthur T. Leahy,  
Chief Executive Officer

ATL:rm

c: OCTA Board of Directors

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Mehdi Morshed, Executive Director



ARNOLD SCHWARZENEGGER  
GOVERNOR



September 07, 2005

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Frederick Latham  
City of Santa Fe Springs  
11710 Telegraph Road  
Santa Fe Springs, CA 90670-3679

*Mail 9/13*  
*① This letter to Dept.*  
*② Copy this letter to*  
*MARIA S. / THEODORE*

✓  
RE: CALIFORNIA HIGH-SPEED TRAIN - FINAL PROGRAM  
ENVIRONMENTAL IMPACT REPORT & ENVIRONMENTAL IMPACT STATEMENT

Dear Mr. Latham:

The California High-Speed Rail Authority (Authority) and Federal Railroad Administration (FRA) are providing persons who commented on the California High Speed Train Draft Program EIR/EIS with a CD-ROM (Volume I, II, and III) copy of the Final Program Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Attachments provided with some comments are also available on CD-ROM (Attachments to Volume II, Response to Comments) by request to the Authority. Printed copies of the Final Program EIR/EIS have been placed in main public libraries in the following cities: Anaheim, Bakersfield, Burbank, Escondido, Fremont, Fresno, Gilroy, Irvine, Los Angeles, Merced, Modesto, Mountain View, Norwalk, Oakland, Oceanside, Ontario, Palmdale, Palo Alto, Riverside, Sacramento, San Clemente, San Diego, San Francisco, San Gabriel, San Jose, Santa Clarita, Stockton, Sylmar, Temecula, and Tulare. The Final Program EIR/EIS and other supporting information are also available on the Authority's website at: [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov).

The Authority is proposing a high-speed train system to provide a safe and reliable mode of travel that links major statewide metropolitan areas. The Authority, with the FRA, has prepared a Final Program EIR/EIS to evaluate a system that would extend from Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The Final Program EIR/EIS analyzes a proposed high-speed train alternative and compares it with a No Project/No Action Alternative and a Modal Alternative. In the Final Program EIR/EIS, the Authority has identified and the FRA has concurred with preferred high-speed train corridors/general alignments, general station locations, recommended mitigation strategies, recommended design practices and further measures to guide development of the high-speed train system at the project level to avoid and minimize potential adverse environmental impacts. The Authority anticipates starting a next tier program EIR/EIS to separately address the choice of a corridor/general alignment from the San Francisco Bay Area to the Central Valley. Should the proposed high-speed train system be advanced, subsequent project level environmental review would consider site-specific environmental impacts.

The Final Program EIR/EIS is being made available to the public in accordance with the California Environmental Quality Act and the National Environmental Policy Act prior to Authority and FRA's decisions at the conclusion of this program level environmental review. At an Authority public Board Meeting to be held in Sacramento on November 1, 2005 from 3:00 to 6:00 PM and continued on November 2 at 9:00 AM at the State Capitol Building, Senate Hearing Room 2010, the Authority Board is expected to consider whether to certify the EIR/EIS. The FRA may also issue a record of decision on the EIR/EIS. Please call the Authority, (916) 324-1541, or check the Authority web site [[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)] for more information.

The Authority appreciates the active participation by many of you in helping us craft the alternatives described in this Final Program EIS/EIR, and your comments were instrumental in providing us additional information with which to consider the impacts of those alternatives. We urge you to continue your participation in future phases of the high-speed train program.

Sincerely,

*M Morshed*  
Mehdi Morshed  
Executive Director

*RR General*

925 L Street, Suite 1425 Sacramento, CA 95814 916.324.1541 fax 916.322.0827  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)



Arnold Schwarzenegger  
Governor

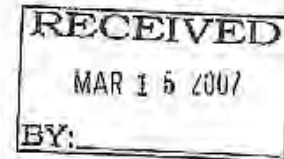
STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Cynthia Bryant  
Director

Notice of Preparation

March 13, 2007



To: Reviewing Agencies

Re: Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) High-Speed Train System, primarily along the LOSSAN Rai  
SCH# 2007031067

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) High-Speed Train System, primarily along the LOSSAN Rai draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mr. Dan Leavitt  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Senior Planner, State Clearinghouse

Attachments  
cc: Lead Agency

## Document Details Report State Clearinghouse Data Base

**SCH#** 2007031067  
**Project Title** Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center)  
**Lead Agency** (ARTIC) High-Speed Train System, primarily along the LOSSAN Rail  
 High Speed Rail Authority, California

**Type** NOP Notice of Preparation

**Description** The need for a high-speed train (HST) system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link the major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

### Lead Agency Contact

**Name** Mr. Dan Leavitt  
**Agency** California High Speed Rail Authority  
**Phone** (916) 322-1397 **Fax**  
**email** comments@hsr.ca.gov  
**Address** 925 L Street, Suite 1425  
**City** Sacramento **State** CA **Zip** 95814

### Project Location

**County** Orange  
**City**  
**Region**  
**Cross Streets**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

### Proximity to:

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**

**Project Issues** Public Services; Noise; Aesthetic/Visual; Traffic/Circulation; Recreation/Parks; Archaeologic-Historic; Geologic/Seismic; Flood Plain/Flooding; Water Quality; Wetland/Riparian; Biological Resources; Landuse; Agricultural Land

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 12; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Board, Region 8

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report  
State Clearinghouse Data Base**

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*Data Received* 03/12/2007      *Start of Review* 03/12/2007      *End of Review* 04/11/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.



SCH# 8007031067

County: Alameda

<u>Resources Agency</u>	<input type="checkbox"/> Fish & Game Region 2 Betsy Curtis	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<u>Resources Agency</u> Nadell Gaycu	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosender	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<u>Dept. of Boating &amp; Waterways</u> David Johnson	<input type="checkbox"/> Fish & Game Region 4 Julia Vance	<input type="checkbox"/> State Lands Commission Jean Saffro	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<u>California Coastal Commission</u> Elizabeth A. Fuchs	<input checked="" type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 Gabriela Getchel Habitat Conservation Program	<u>Business, Trans. &amp; Housing</u>	<input checked="" type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<u>Dept. of Conservation</u> Roseanna Taylor	<input type="checkbox"/> Fish & Game Region 7 Gabriela Getchel Inyo/Mono, Habitat Conservation Program	<u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<u>Cal EPA</u>	<input type="checkbox"/> RWQCB 5 Central Valley Region (5)
<u>California Energy Commission</u> Paul Richards	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marina Region	<u>Caltrans - Planning</u> Terri Pancovic	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 6 Central Valley Region (6)
<u>Dept. of Forestry &amp; Fire Protection</u> Allen Robertson	<input type="checkbox"/> Food & Agriculture Steve Shaffer	<u>California Highway Patrol</u> Shirley Kelly	<input type="checkbox"/> Airport Projects Jin Lemar	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/> Dept. of Food and Agriculture Dept. of General Services Public School Construction	<u>Office of Special Projects</u> Lisa Nichols	<input type="checkbox"/> Transportation Projects Ravi Ramalingam	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<u>Dept. of Parks &amp; Recreation</u> Environmental Stewardship Section	<input type="checkbox"/> Dept. of Health Services Veronica Malloy	<u>Housing &amp; Community Development</u> Lisa Nichols	<input type="checkbox"/> Industrial Projects Mike Tolstrup	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<u>Reclamation Board</u> Debbie Jones	<input type="checkbox"/> Dept. of Health/Drinking Water	<u>Dept. of Transportation</u>	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 10 San Francisco Bay Region (10)
<u>S.F. Bay Conservation &amp; Dev't Comm.</u> Steve McAdam	<input type="checkbox"/> Dept. of General Services Robert Slepoy	<u>Caltrans, District 1</u> Rex Jackson	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 11 San Francisco Bay Region (11)
<u>Dept. of Water Resources</u> Resources Agency Nadell Gaycu	<input type="checkbox"/> Dept. of Health Services Veronica Malloy	<u>Caltrans, District 2</u> Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 12 San Francisco Bay Region (12)
<u>Conservancy</u>	<input type="checkbox"/> Dept. of Health/Drinking Water	<u>Caltrans, District 3</u> Jeff Pulverman	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 13 San Francisco Bay Region (13)
<u>Land and Game</u>	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<u>Caltrans, District 4</u> Tim Sabie	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> RWQCB 14 San Francisco Bay Region (14)
<u>Dept. of Fish &amp; Game</u> Scott Fitch	<input type="checkbox"/> Office of Emergency Services Dennis Castillo	<u>Caltrans, District 5</u> David Murray	<input type="checkbox"/> Department of Pesticide Regulation	<input type="checkbox"/> RWQCB 15 San Francisco Bay Region (15)
<u>Environmental Services Division</u>	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<u>Caltrans, District 6</u> Mara Sarcbaum		<input type="checkbox"/> RWQCB 16 San Francisco Bay Region (16)
<u>Fish &amp; Game Region 1</u> Donald Koch	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treedway	<u>Caltrans, District 7</u> Cheryl J. Fawell		<input type="checkbox"/> RWQCB 17 San Francisco Bay Region (17)
<u>Fish &amp; Game Region 12</u> Laudie Harnsberger				<input type="checkbox"/> RWQCB 18 San Francisco Bay Region (18)

Last Updated on 01/11/07

U.S. Department of  
Homeland Security

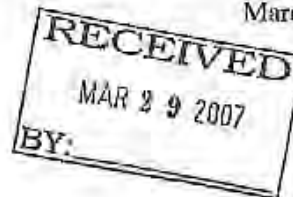
United States  
Coast Guard



Commander  
District Eleven

U.S. Coast Guard Island, Bldg 50-2  
Alameda, CA 94501-5100  
Staff Symbol: (dpw)  
Phone: (510) 437-3514  
Fax: (510) 437-6838

16590  
March 15, 2007



California High Speed Rail Authority  
Los Angeles - Orange County  
Attn: Dan Leavitt, Deputy Director  
925 L Street, STE 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

Please include the Coast Guard Bridge Office concerning the Notice of Intent to Prepare an Environmental Impact Statement (EIS) for the section of the California High Speed Rail Authority's proposed California High-Speed Train (HST) System, from the City of Los Angeles to Orange County, for all bridge related issues over existing or proposed navigable waters of the United States.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U. S. Coast Guard prior to commencing construction.

Coast Guard Bridge permitting is subject to the National Environmental Policy Act (NEPA), and the Coast Guard should be invited to participate as a cooperating agency for NEPA, during the development of the draft environmental document for the project.

Applications for bridge permits should be addressed to Commander, Eleventh Coast Guard District, Bridge Section, Bldg 50-2, Coast Guard Island, Alameda, CA 94501. Applications are available on-line at: <http://www.uscg.mil/hq/g-o/g-opt/g-opt.htm>. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridges and their immediate approaches on navigation and the environment. We recommend discussing the proposed impacts of procedures for constructing, altering or demolishing bridges, in the NEPA document. The NEPA document should also contain data on the number, size and types of vessels using or projected to use the waterway.

We appreciate the opportunity to comment on the project in this early stage. You may contact Mr. Carl Hausner by telephone at (510) 437-3515 if additional information is needed.

Sincerely,

DAVID H. SULOUFF  
Chief, Bridge Section  
Eleventh Coast Guard District  
By direction the District Commander

Copy: USACE, Los Angeles District

Rachel Weninger

---

From: Peg\_Sorensen@blm.gov  
Sent: Monday, April 09, 2007 12:16 PM  
To: Comments  
Subject: Los Angeles - Orange County High Speed Train System

Mr. Dan Leavitt, Deputy Director,  
ATTN: Los Angeles--Orange County, California High-Speed Rail Authority  
925 L Street, Suite 1425, Sacramento, CA 95814

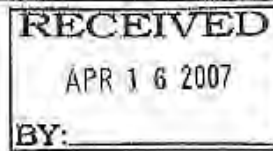
In response to this Environmental Review, Notice of Intent to Prepare project level Environmental Impact Statement (EIS) and project level Environmental Impact Report (EIR) for the section of the Authority's proposed California High-Speed Train (HST) System from the City of Los Angeles (Union Station) to Orange County (Anaheim). The Bureau of Land Management has no comment, the agency does not need to provide technical assistance, and has no need to participate in this project from a NEPA standpoint. The Bureau has no special expertise or jurisdiction. Thank you for the opportunity to provide a review.

As stated in the notice, comments are made directly to the designated contact for NEPA/ER Reviews with a cc to the DOI-OEPC.

Peg Sorensen ^v^  
Senior Planning Analyst, NEPA  
Washington Office Division of Planning & Science Policy  
202-452-0364

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
Tel: (949) 724-2267  
Fax: (949) 724-2592



*Flex your power!  
Be energy efficient!*

**FAX & MAIL**

April 11, 2007

Mr. Dan Leavitt  
ATTN: Los Angeles to Orange County HST  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

File: IGR/CEQA  
SCH #: 2007031067  
Log #: 1844  
SR-57, SR-91, SR-39

**Subject: Los Angeles to Orange County High-Speed Train System**

Dear Mr. Leavitt:

Thank you for the opportunity to review and comment on the **Notice of Preparation (NOP) of Project Level EIR/EIS for the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]) High-Speed Train System**. The California High-Speed Rail Authority (Authority) proposes to construct, operate and maintain a 700-mile long (1,126-kilometer long) electric-powered steel-wheel-on-steel-rail High-Speed Train (HST) system capable of speeds in excess of 200 miles per hour (mph) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The Los Angeles to Orange County corridor selected by the Authority and Federal Rail Administration (FRA) with the statewide program EIR/EIS follows the existing BNSF/Metrolink rail corridor (also known as the LOSSAN Corridor) from Los Angeles Union Station as far south as Irvine. The Los Angeles to Orange County HST Project Level EIR/EIS will only consider HST service as far south as Anaheim. HST service between Anaheim to Irvine may be considered separately in the future by the Authority.

**Caltrans District 12 is a responsible agency on this project, and has the following comments:**

1. Traffic Operations requests all applicants to use the Highway Capacity Manual (HCM) method outlined in the latest version when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by Caltrans because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on the state's facilities Caltrans recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, traffic operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay of a permit by Caltrans. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to Caltrans for review and approval.
2. If any project work (e.g. storage of materials, street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) occurs in the vicinity of the Caltrans Right-of-Way, an encroachment permit would be

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required and environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans requirements, additional documentation (e.g. Native American Heritage Commission consultation for cultural resources) would be required before approval of the encroachment permit. For Projects on our Right-of-Way, Caltrans has the authority to maintain or delegate Lead Agency status for CEQA. Please coordinate with Caltrans to meet requirements for any work within or near Caltrans Right-of-Way. For specific details on Caltrans Encroachment Permits procedure, please refer to Caltrans Encroachment Permits Manual, Seventh Edition. This Manual is available on the web site: [www.dot.ca.gov/hq/traffops/developserv/permits](http://www.dot.ca.gov/hq/traffops/developserv/permits). (See Attachment: *Environmental Review Requirements for Encroachment Permits*).

3. Due to the proximity of the project to the SR-57, SR-91, and SR-39, the Environmental Document should identify any and all potential permanent and temporary impacts to the State Facilities, including but not limited to, visual (lighting, signage, etc), traffic (access to ramps), grading, and storm water runoff.
4. Item 8 in our previous comment letter dated June 30, 2004 for the Program EIR/EIS is still standing and should be addressed. The impact on the state transportation system should be evaluated based on Caltrans Traffic Impact Study (TIS) Guidelines which is available at: <http://issc.dot.ca.gov/trafops/dvsrv/January2001.pdf>. Appropriate mitigation measures, if applicable, are to be proposed and submitted for our review and comment. More specifically, the study should address the issue when riders transferring from one mode of transportation to another. For ease of reference, item 8 from our previous comment letter is provided below.

We would like to see a discussion about the impacts to Caltrans Facilities (e.g. encroachment into Right of Way). Also, please include a discussion on support facilities, i.e. Park and Ride lots, transit connections, modal connections from the freeways systems in Orange County.

5. Please coordinate with those listed in the Program EIR/EIS for California HST System, the OCTA Long Range Transportation Plan (Transit section), and the I-5 Major Investment Study (MIS) to evaluate the project elements.
6. High-Speed Train tracks must be grade separated due to the fact that the velocity and momentum of a high-speed train would allow much smaller margin of error for both train operators and drivers, which could cause severe accidents.
7. All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Any runoff draining into Caltrans Right of Way from construction operations, or from the resulting project, cannot be approved by District 12 Environmental Planning. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans roadways or facilities. Please note that all projects involving soil disturbance activities should pay extra attention to storm water pollution control during the "Rainy Season" (October 1<sup>st</sup> – April 30<sup>th</sup>) and follow the Water Pollution Control BMPs to minimize impact to the receiving waters. (See Attachment: *Water Pollution Control Provisions*)
8. All encroachment into Caltrans Right-of-Way for the proposed HST system should be clearly noted in the Environmental Document. At all encroachments into Caltrans Right-of-Way, all permanent treatment BMPs that are to be incorporated in order to comply with all federal,

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state, and local water quality regulations need to be clearly described. All potential temporary impacts to water quality during construction should be noted. This includes, but is not limited to:

- i) List all potential receiving water bodies for any areas where construction may occur within Caltrans Right-of-Way, including any special concerns of those water bodies, such as the presence of wetlands, 303(d) listed water bodies and/or any TMDL's, building over/in a water body, sensitive habitat, or any other condition which would make the location environmentally sensitive.
- ii) Areas of potential dewatering operations.
- iii) Any required water quality related permits, such as 401, 404, dewatering, streambed alteration, ADL reuse, or any other water quality related permit.
- iv) Type and size of dedicated rail grade separations, and proposed security features, such as the installation of fencing and/or maintenance access.
- v) Any modifications to existing drainage systems.
- vi) Depth to ground water.
- vii) Any potential soil contamination, such as ADL or any other contaminants.
- viii) Identification of potential contaminants and their source.
- ix) Listing of what temporary BMP/mitigation measures that may be implemented to ensure water quality and conformance to all federal and state water quality related laws.
- x) Cumulative areas of Disturbed Soil Areas (DSAs) for each separate location of encroachment.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Zhongping (John) Xu at (949) 724-2338.

Sincerely,



Ryan Chamberlain, Branch Chief  
Local Development/Intergovernmental Review

cc: Terry Roberts, Office of Planning and Research

## ENVIRONMENTAL REVIEW REQUIREMENTS FOR ENCROACHMENT PERMITS

Any Party, outside of Caltrans, that does work on a State Highway or Interstate Highway in California needs to apply for an encroachment permit. To acquire any encroachment permit, environmental concerns must be addressed. Environmental review of encroachment permit applications may take 3 weeks if the application is complete or longer if the application is incomplete. For soil disturbing activities (e.g. geotechnical borings, grading, usage of unpaved roads from which dirt and other materials may be tracked onto the State/Interstate highways, etc.), compliance with Water Quality and Cultural Resources Provisions are emphasized. Surveys may/ may not be soil-disturbing activities, depending on the site and survey method.

A complete application for environmental review includes the following:

1. If an environmental document (CE, EIR/EIS, ND, etc.) has been completed for the project, copy of the final, approved document must be submitted with the application.
2. **Water Quality Provision:** All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control including production of a Water Pollution Control Program or Storm Water Pollution Prevention Plan as required. The applicant must provide Encroachments with a copy of the Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) to be implemented for construction activities impacting Caltrans Right of Way, prepared for this as required by the NPDES Statewide Storm Water Permit for General Construction Activities. If no SWPPP has been prepared for this project, then the applicant must follow the requirements described in the attached Water Pollution Control Provisions (please see attachment).
3. **Cultural Resources Provisions:** If not included in the environmental document, before permit approval and project construction, the encroachment permit applicant must complete a *Cultural Resource Assessment* pursuant to Caltrans Environmental Handbook, Volume 2, Appendix B-1, and Exhibit 1, as amended. The Cultural Resources Assessment ascertains the presence or absence of cultural resources within a one-mile radius of the project area and evaluates the impact to any historical/cultural resource. Cultural Resources include "those resources significant in American history, architecture, archaeology, and culture, including Native American Resources" (Caltrans Environmental Handbook, Volume 2, Chapter I, as amended). The Cultural Resource Assessment must include:
  - a) a clear project description and map indicating project work, staging areas, site access, etc.;
  - b) a Record Search conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. For information call (714) 278-5395;
  - c) proof of Native American consultation. Consultation involves contacting the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File, and following the recommendations provided by the NAHC. For information call (916) 653-4082;
  - d) documentation of any historic properties (e.g. prehistoric and historic sites, buildings, structures, objects, or districts listed on, eligible for, or potentially eligible for listing on the National Register of Historic Places) within a one mile radius of the project area;
  - e) and a survey by qualified archaeologist for all areas that have not been previously researched.

*The SCCIC and NAHC have an approximate turn around time of 2 weeks.*
4. **Biological Resources Provisions:** Work conducted within Caltrans Right of Way should have the appropriate plant and wildlife surveys completed by a qualified biologist. If the information is not included in the environmental document, Environmental Planning requests that the applicant submit a copy of the biological study, survey, or technical report by a qualified biologist that provides details on the existing vegetation and wildlife at the project site and any vegetation that is to be removed during project activities. Official lists and databases should also be consulted for sensitive species such as the California Natural Diversity Database and lists provided by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Any impacts that affect waterways and drainages and/or open space during construction, or that occur indirectly as a result of the project must be coordinated with the appropriate resource agencies. As guidance, we ask that the applicant include:
  - a) clear description of project activities and the project site,
  - b) completed environmental significance checklist (not just yes and no answers, but a description should be given as to the reason for the response),
  - c) staging/storage areas noted on project plans,
  - d) proposed time of year for work and duration of activities (with information available),
  - e) any proposed mitigation (if applicable to the project),
  - f) and a record of any prior resource agency correspondence (if applicable to the project).

**ATTACHMENT  
CALTRANS DISTRICT 12  
NPDES PROVISIONS  
National Pollutant Discharge Elimination System**

Any runoff draining into Caltrans Right of Way must fully conform to the current discharge requirements of the Regional Water Quality Control Board (RWQCB) to avoid impacting water quality. Permittee shall fully conform to the requirements of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 99-06-DWQ, NPDES No. CAS000003, adopted by the State Water Resources Control Board (SWRCB) on July 15, 1999, in addition to the BMPs specified in the Caltrans Storm Water Management Plan (SWMP). When applicable, the Permittee will also conform to the requirements of the General NPDES Permit for Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002, and any subsequent General Permit in effect at the time of issuance of this Encroachment Permit. These permits regulate storm water and non-storm water discharges associated with year-round construction activities.

Please note that project activities should pay extra attention to storm water pollution control during the "Rainy Season" (October 1<sup>st</sup> – May 1<sup>st</sup>) and follow the Water Pollution Control BMPs to minimize impact to receiving waters. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans Right of Way.

For all projects resulting in 0.4 hectares (1 acre) or more of soil disturbance or otherwise subject to the NPDES program, the Contractor will develop, implement, and maintain a Storm Water Pollution Prevention Plan (SWPPP) conforming to the requirements of the Caltrans Specification Section 7-1.01G "Water Pollution Control", the Department's Statewide NPDES Permit, the General NPDES Permit for Construction Activities, and the Storm Water Quality Handbooks "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual", and "Construction Site Best Management Practices (BMPs) Manual" effective November 2000, and subsequent revisions. In addition, the SWPPP must conform to the requirements of the SWRCB Resolution No. 2001-046, the Sampling and Analytical Procedures (SAP) Plan.

For all projects resulting in less than 0.4 hectares (1 acre) of soil disturbance or not otherwise subject to the requirements of the NPDES program, the Contractor shall develop, implement, and maintain a Water Pollution Control Program (WPCP) conforming to the requirements of the Department's Specifications Section 7-1-.01G (Water Pollution Control), and the Storm Water Quality Handbooks: "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual" and "Construction Site Best Management Practices (BMPs) Manual" effective November 2000, and subsequent revisions.

Copies of the Permits and the Construction Contractor's Guide and Specifications of the Caltrans Storm Water Quality Handbook may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520. Copies of the Permits and Handbook are also available for review at Caltrans District 12, 3347 Michelson Drive, Suite 100, Irvine, California 92612, Telephone: (949) 724-2260. Electronic copies can be found at <http://www.dot.ca.gov/hq/construc/stormwater.html>

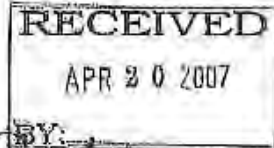
Revised 3/07/01



GARY MILLIMAN  
CITY MANAGER

## City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280-3075 • (323) 563-9502  
FAX (323) 569-2678 • gmilliman@sogate.org



April 18, 2007

Ms. Carrie Pourvahidi, Deputy Director  
Attn: Palmdale-Los Angeles, CA High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

Mr. Dan Leavitt, Deputy Director  
Attn: Los Angeles to Orange County HST, CA High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

Dear Ms. Pourvahidi and Mr. Leavitt,

I am writing to provide comments with respect to the scoping phase of the environmental review for the proposed high-speed train service for intercity travel in California.

The City of South Gate is a member of the Orangeline Development Authority (OLDA) which is exploring the development of a high-speed maglev train between Orange County, downtown Los Angeles and Palmdale. OLDA has completed extensive feasibility study work and is now working to secure public sector funding and private sector investment for design and construction of the system. **The Authority should review and consider the OLDA study product as a part of its planning and environmental review process.**

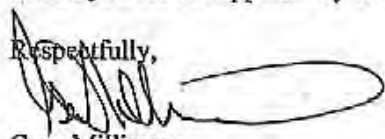
**We feel it is important for the California High-Speed Rail Authority to coordinate its planning efforts with OLDA to assure system compatibility and to reduce the overall public cost of planning, engineering and environmental review. One of the proposed OLDA station sites is located in South Gate. The City is currently undertaking a major General Plan update and the development of a multimodal transit station in the community will be a part of the City's new Plan.**

In 2006, I participated in a study visit to Shanghai, China, to observe and ride on the maglev system operating there. During that visit, we met with Chinese government officials and project managers. We were impressed with the system and the very low noise created by the operation. Having worked in the railroad industry, I know that noise is a major issue with the operation of a rail-based train. **It is difficult to imagine a heavy-rail-based, high-speed train operation that would not result in a significant**

**noise impact upon the community through which it operates. This issue should be given careful and extensive attention in your environmental study.**

Thank you for the opportunity to comment on this project during this Scoping Phase.

Respectfully,



Gary Milliman  
City Manager

cc: South Gate Mayor and City Council  
Al Perdon, OLDA





SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:  
Los Angeles County  
Metropolitan Transportation  
Authority  
Orange County  
Transportation Authority  
Riverside County  
Transportation Commission  
San Bernardino  
Associated Governments  
Ventura County  
Transportation Commission  
Ex Officio Members:  
Southern California  
Association of Governments  
San Diego Association  
of Governments  
State of California

April 20, 2007

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Environmental Impact Statement for the California High Speed Train System From  
Los Angeles to Orange County, CA

Dear Mr. Leavitt:

The purpose of this letter is to highlight issues that need to be addressed on several topics associated with the development of the scope of the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High Speed Train System. Our comments are based upon the Notice of Intent issued by the Federal Railroad Administration (FRA) U.S. Department of Transportation (DOT) on March 15, 2007.

The Southern California Regional Rail Authority (SCRRA) is a California joint powers authority which is the operator of Metrolink commuter rail service and, acting for our member agencies, operates and maintains railroad right-of-way in the six county area utilized by our commuter rail service, Amtrak Pacific Surfliner and long distance service, and Union Pacific and Burlington Northern Santa Fe freight service. Our five member agencies own the rights necessary to operate commuter rail on existing rights-of-way. As a procedural matter, we draw your attention to the mandatory consulting provisions of State CEQA Guidelines Section 15086, which indicates, among its other relevant requirements, that SCRRA, as well as a number of its public agency members and city and county station locations are covered by the mandatory consultation requirements of this section. In addition, the SCRRA, our member agencies, and city and county station owners will need to approve zoning, construction and operating entitlements, and are therefore responsible agencies for purposes of CEQA. Further, SCRRA staff offers specific geographic and technical expertise in the 5-county Metrolink service area.

At this time, the SCRRA Board has three substantive areas of concern: Service Competition and impacts on Metrolink stations and surrounding communities, Right-of-way / Construction Conflicts, and Metrolink Subsidy / Operating and Capital Cost Impacts.

A number of our concerns were raised in earlier correspondence, including August 2004 comments. Most of the Authority's responses to Metrolink's concerns in that process concluded that Metrolink's concerns needed to be addressed at the project level analysis and that the Authority would work closely with SCRRA should project level analysis go forward. Now that we are at the project level review for CEQA purposes, SCRRA anticipates that a schedule for such close cooperation will be established in the near future so that the Authority can address the concerns in this letter and others which may arise during the review process well before the release of the draft for public review. We request you set up a schedule to allow for regular chronological and milestone consultation during the EIS/EIR process.

Further, the Program EIR findings, mitigation measures and Statement of Overriding Considerations are based only upon the Program level analysis by their own terms. Therefore, SCRRA anticipates that the evaluation at the project level will be at a completely new level of substantive analysis so that the Authority will have substantial evidence in the record on which decisions can be made and which can adequately support any project level findings.

The concerns that should be addressed in our three broad interest areas are summarized below.

Service Competition – Separate analyses are required to clearly understand the potential competitive and complementary service issues between Metrolink and High Speed Train service. To be complementary, the Metrolink service will have to be treated as an independent commuter rail operation and as an inter-city feeder service to the new state high-speed trunk line. Complementary operating plans and common station access elements must be developed. The impacts of the High Speed Train system on Metrolink's potential to grow consistent with the adopted 2007 SCRRA Strategic Assessment must be considered in the EIR/EIS.

Eighty-eight percent of Metrolink riders who formerly made the trip, drove alone or carpooled before switching to Metrolink. By taking these cars off the road, Metrolink has a significant beneficial environmental impact to air quality and freeway congestion. We are concerned that the High Speed Train system, by limiting our growth capacity, limiting access to our stations, or by increasing our operating costs or subsidies, will limit our ability to meet projected ridership demand and to continue to divert automobile trips. The environmental documentation for the High Speed Train system will have to address the potential for the new service to create an adverse environmental impact.

The Metrolink stations are owned by the local cities or the SCRRA member agencies, not by the SCRRA. Station cities that are continuing to invest in what are proposed to be joint Metrolink / High Speed Train stations would be faced with a quantum increase in station access issues and operational costs. These jurisdictions are already experiencing

community and financial impacts as their stations approach design capacity. The new demand would exceed current capacity at proposed shared stations and could cause current Metrolink riders to divert to non-HST stations in the corridor, thus creating spillover parking issues. The impact of this added burden on these cities would have to be considered in order for the High Speed Train project to accurately reflect the additional capital cost to expand street and highway access, station parking and transit facilities and the ongoing subsidy required to operate the expanded stations and/or the greatly increased transit access. We strongly suggest that you communicate directly with the potentially affected jurisdictions. The cities potentially affected by the HST stations include Los Angeles, Norwalk, Santa Fe Springs, Buena Park, Fullerton, and Anaheim.

The issues that must be addressed in the EIR/EIS are listed below:

- a. The impact of Metrolink rider diversion to the High Speed Train System
- b. The impact of the High Speed Train system on growth of Metrolink due to both physical and financial constraints on Metrolink's ability to expand service
- c. The impact of the High Speed Train system on growth of goods movement by rail and SCRRA member agencies needs to describe ownership and financial responsibility for construction and operation of stations, including platforms, parking, customer information systems, ticket vending systems, security, and federal common carrier obligations due to physical and financial constraints on Metrolink.
- d. The impact of the high speed train system on joint station access requirements (must consider both parking and transit feeder needs)
- e. Additional costs and impacts in the vicinity of station locations related to street and highway congestion
- f. Since this will be an FRA safety-regulated operator, identification of construction requirements and costs and increased operating costs unique to such an operation must be addressed.
- g. FRA requirements and limitations for shared use of Metrolink-dispatched lines that carry commuter and high-speed passenger and freight services must also be addressed and in particular the use of compliant or non-compliant vehicles in shared corridors.

Right-of-way / Construction Conflicts – Segments of the High Speed Train technology will require a dedicated right-of-way, and will likely be constructed on aerial structure with aerial stations above Metrolink and freight tracks. Other segments of the High Speed Train network, in congested urban corridors, may be operated on either a shared corridor or even a shared track basis with capital investment necessary to allow higher-speed train operations consistent with FRA regulations. Design coordination is required with the owners of the rights-of-way, Amtrak, Caltrans, the commuter and freight operators, and the station owners during the scoping of the EIR/EIS. Specific issues related to SCRRA right-of-way include the following:

- a. Adopted regional plans call for Metrolink service to grow from 42,000 daily riders to more about 100,000 daily riders by 2020, increased Amtrak intercity service and freight train growth. To accommodate this growth, SCRRA and the other railroad owners will need to expand track capacity. The construction of a new High Speed Train structure and/or integration of High Speed rail into at-grade track facilities on existing rail right of way will require the use of valuable and irreplaceable rail corridor property that could have otherwise been used to expand conventional rail service facilities. The detailed design of the High Speed Train system must actually re-design the whole rail corridor for this combination of uses, and must recognize the ultimate build-out of the conventional system as described in the SCRRA Strategic Assessment adopted by the SCRRA Board on January 26, 2007 and available on the Metrolink website at [www.metrolinktrains.com](http://www.metrolinktrains.com). Some of the details to consider in these designs are impacts on parallel and transverse utilities (buried and aerial), sight lines for signals and stations, passenger access to stations, future additional tracks, rail corridor maintenance equipment and maintenance personnel access, acts where the design forces tracks closer to adjoining sensitive receptors.
- b. The no-build alternative must include those funded projects in design or construction along these corridors. These projects include the Caltrans/BNSF triple track project between Los Angeles and Fullerton and the Orange County Transportation Authority (OCTA) improvements between Fullerton and Laguna Niguel to support 30-minute headways between these two stations.
- c. Caltrans, BNSF, Amtrak, and Metrolink have developed a concept for building up the BNSF corridor to four tracks from Los Angeles to Fullerton with passenger service generally on the two south tracks and freight service on the two north tracks (however all tracks would be available to all operators for purposes of detours around work or delivery of local freight). This four-track configuration should be the starting point for any discussion on adding HSR service to this line.
- d. The SCRRA, Amtrak, and BNSF should continue to enjoy the utility of the two tracks, at a minimum 79 MPH operations, on the west bank of the Los Angeles River.
- e. Other projects such as the Alternatives Analysis for the Harbor Subdivision also access LAUS from Redondo Junction. These studies should be addressed.
- f. The California DOT has adopted and environmentally cleared plans for "run thru" tracks (unfunded as of March, 2007) south of Union Station. The HSR project should either avoid impacting the as-designed project or should include an alternate project of similar utility.
- g. For those segments of the High Speed Train network, in congested urban corridors, that may be operating in mixed traffic, the EIR/EIS must address the impacts on both passenger and freight rail service of the shared use of existing rail rights-of-way. The issues related to operating FRA compatible or non-compatible equipment on a shared corridor or shared track basis and operating California PUC compliant platforms and horizontal and vertical clearances should be



determined very early in the project development process and before preliminary track alignment and station configurations are determined. Some but not all of the impacts to be addressed will include:

- FRA regulation,
  - use of compliant or non-compliant vehicles for both the shared track and shared corridor scenarios,
  - constraints on growth of existing passenger and freight rail services,
  - SCRRRA member agency common carrier obligations,
  - competition between these modes, and
  - operational impacts.
  - California PUC regulations regarding vertical and horizontal clearances including those regulations specifically pertaining to platforms.
- h. The rail access to Los Angeles Union Station must also be studied very carefully. There are already several different projects proposing to access this station. The railroad right-of-way into the station is already limited. The feasibility of constructing then operating and maintaining an HSR elevated station and concourse over an extremely busy rail terminal with existing tracks and platforms served by diesel locomotive trainsets must be thoroughly considered. In addition, the idea of dropping tens of thousands of High Speed Train passengers into Union Station must include potentially significant improvements to the pedestrian, baggage, and transit connection services. This may be slightly mitigated if Los Angeles is not an end point terminal (e.g. the line continues toward LAX) as the station tracks would not be held by trains awaiting servicing and turning for return trips.
- i. The impact on Metrolink services during construction of the High Speed Train stations and coordination of construction without significantly disrupting the existing service at Metrolink Stations also needs to be carefully addressed in the EIR/EIS. Construction staging plans should ensure the construction does not materially interfere with the passenger flows at stations.
- j. Similarly the construction impacts of the High Speed Train system on both SCRRRA and freight operations must be carefully addressed in the EIR/EIS. Construction staging plans should ensure the construction does not materially interfere with the operating speeds and number of available tracks of the corridors during all stages of construction and does not place undue burden on Metrolink's ability to provide resources (equipment, flag persons, signal and track maintenance forces, engineering review and approval) to support the project. As a general rule any construction activity involving excavations, structures, or significant grading or related activities which is closer than 30 feet to an existing (or future built track) could pose a significant impact on ongoing operations. In order to avoid impacts to ongoing Metrolink operations, most of the construction work within the rail corridor will occur at night and on weekends during when rail traffic levels are lessened. The impacts of performing this nighttime and weekend work should be clearly defined.



- k. Adding Overhead Catenary System (OCS) to these joint passenger and freight corridors may have severe institutional and cost impacts, which must be addressed if proposed.
- l. Other considerations for shared use of tracks are platform height, ride quality, and right of way security. European HSR trains use platforms that are floor height (approximately one meter above the rail), however clearance requirements for tracks used by freight trains prohibit such platforms in California. High platforms do offer the safest, quickest boarding. Station bypass tracks for freight trains and separate platforms for commuter and regional trains on the bypass tracks may be required.
- m. The primary design element of typical high-speed operation is that it is completely grade separated from highway (and pedestrian) traffic. If an existing railroad corridor is used for a High Speed Train route, the grade separation effort must result in separating all rail lines from conflicting traffic. These design criteria should include station and platform access. Failure to grade separate all rail lines will result in a permanent grade crossing conflict, since with the High Speed Train line separated, there will most often be no other possible vertical or horizontal area in which to adjust the street or existing track profile. This imposes an unacceptable burden on the community (risk of accident, noise, traffic delay) and on the rail operators (accident, liability, speed constraints) and a significant potential growth constraint.
- n. ROW availability must be considered not only for Metrolink, but also for freight expansion (double tracking, station conflicts) or any other transportation priorities of ROW owners
- o. The EIR/EIS should address engineering feasibility of any partial use of any existing ROW.
- p. Environmental impacts of constructing outside the existing ROW will need to be addressed.
- q. The EIR/EIS must address the impact of shade, shadow, noise and vibration in non-industrial areas.

The corridors owned by SCRRRA member agencies were conveyed by their original owners, the freight railroads, with the perpetual right to continue their freight business. Some of these lines are a part of the Strategic Network as identified by the U.S. Department of Defense. All are a part of the regional and national economy. Even lines that do not see heavy daily freight traffic are important redundant lines that are vital to continued goods movement when operating problems (fires, floods, wrecks, earthquakes) disrupt other lines. The general trend in rail freight traffic is increasing. The HSR project cannot diminish the utility of these corridors to continue to perform their goods movement function. Examples of freight considerations include grade (e.g. at highway separation projects), signal placement, freight customer access tracks, and clear length of freight sidings.

The exclusive use of existing rail corridors will likely impose geometric constraints on the High Speed Train system because the design criteria for classical rail lines tolerated much sharper curves. It is expected that the High Speed Train system will deviate from existing rail corridors at locations of sharp curvature. At these locations where the alignment of an existing corridor is improved the best thing for all transportation stakeholders would be to share this improved alignment with the present passenger users of the corridor. This should result in timesavings for all rail passengers, and the opportunity to return the old alignment back to exclusive freight service or another land use.

There may be several opportunities to mitigate the impact of the High Speed Train system that will reduce the impacts of other rail operations. Examples of this include the elimination of whistle noise (due to grade separation), sound barriers that isolate all rail vehicles, and possibly landscaping/linear parks along the new and existing rights of way. These positive benefits should be identified and integrated into the environmental process.

**Metrolink Subsidy / Operating Cost Impacts** – SCRRA staff is not yet convinced of the viability of profitable High Speed Train operations and is concerned that already scarce federal, state and local resources will be diverted to meet operating and maintenance subsidy and debt service if revenue projections are not met.

Metrolink and the High Speed Train system would have several common stations on all lines of the Metrolink system. SCRRA staff is very concerned with the operational subsidy requirements of these stations as well as the Metrolink system, particularly if the competition results in the High Speed Train system attracting riders from Metrolink trains rather than from single occupant vehicles. In addition, a logical consequence of lower than expected High Speed Train ridership would be to seek operating subsidies that would allow reduction of fares, a double edged sword for Metrolink since High Speed Train would be competing for subsidies and offering more competitive fares to attract Metrolink riders. Diversion of these subsidies from Metrolink to High Speed Train would have a significant effect on the viability of the Metrolink system. By taking cars off the road, Metrolink has a beneficial environmental impact. By increasing our operating costs or subsidies the High Speed Train system will limit our ability to meet projected ridership demand and to continue to divert automobile trips. Should this occur, the High Speed Train system would have an adverse environmental impact, which must be explicitly addressed in the EIR/EIS.

Detailed analysis is needed to determine if it is financially feasible for Metrolink to become a cost-effective High Speed Train feeder rail service, as envisioned given our projected headways as described in the SCRRA Strategic Assessment. In addition, subsidy policies and fare policies need to be evaluated as a coordinated set rather than in

isolation so that the fare subsidy costs could be properly allocated through an equitable interagency agreement.

The EIR/EIS should address the mitigation of loss of revenue opportunity to the SCRRA and its member agencies in the areas of fiber optic, freight dispatch, billboard, and other commercial uses of our property.

Tracks used by large numbers of freight trains are difficult to maintain to the limits of track geometry deviations required for even moderately high-speed passenger trains. This situation can be mitigated by careful selection of components and design of infrastructure, and by careful management of the maintenance process, including payment to line owners for higher levels of maintenance. The EIR/EIS needs to evaluate the maintenance windows required for joint operation and potential adverse impacts due to 24-hour maintenance operations or reductions in operating capacity due to speed restrictions.

A thorough grade separation program can enhance right of way security for both HSR and improved conventional lines. Unless and until such separation is achieved, additional fencing, signage, lighting, and education of the public, money for maintenance of these features, and increased attention by law enforcement agencies is essential. The mitigating project safety elements should be clearly described in the EIR/EIS.

#### Capital Cost Impacts

SCRRA staff is concerned that construction of the High Speed Train system will divert already limited state and federal funding from Metrolink projects. Although the two systems serve quite distinct interregional needs, the High Speed Train system should not be funded in lieu of funding for expansion of the Metrolink system. The EIR/EIS must address the effect on available public funding for all passenger and freight rail systems in the state.

#### Process and Review Issues

Once conceptual designs and the draft EIR/EIS have been completed, SCRRA would be happy to make more detailed comments. Should you wish to make that information available on an earlier time schedule, we would be available to submit interim reviews. On that point, the draft public review schedule continues to anticipate an unrealistically short time for a reasonable review of these documents by interested parties. More than 45 days is clearly required in a project of this magnitude with a multiplicity of anticipated adverse environmental impacts. As we indicated in earlier correspondence, this project meets the unusual circumstances test required to increase the public comment period under CEQA. As an example, the joint EIS/EIR for the Los Angeles International Airport Proposed Master Plan Improvements had a public review period of 180 days. Furthermore, it seems to be just poor public relations to give interested parties 45 days to review these environmental documents which have taken years for the Authority to draft.

Therefore, SCRRRA requests that at least a 180-day public review period for this project be incorporated into the schedule. The draft schedule for finalization of the environmental documents after the comment period closes also seems unreasonably short. In light of the number of substantive comments which can reasonably be expected, and the requirement to provide written responses which provide a good faith reasoned analysis with supporting factual information, a time period this short suggests the comments to the documents could not be appropriately evaluated and incorporated into the final documents.

We request that all comment letters be posted on your website. If this is not possible, we would request copies of all comments received within two weeks of the close of the review period, as well as any comment letters delivered late.

In addition, we expect to review all designs within the territory owned by our member agencies and be reimbursed for this review. The review will provide guidance on technical and regulatory compliance with the California PUC and Federal track and signal standards, SCRRRA engineering standards, access for maintenance and preservation of freight service obligations, preservation of freight and Metrolink expansion plans, and compatibility with the existing Metrolink signal and communications system.

We look forward to receiving from you by June 1, 2007 a project schedule in more detail than provided on your website to allow for regular consultation during the process. This will allow the consultation to begin so that SCRRRA may make meaningful and timely comment and appropriately support your project decision process. Should you have any questions regarding our comments, please call me at (213) 452-0273 or Darrell Maxey at (213) 452-0250.

Sincerely,



DAVID SOLOW  
Chief Executive Officer

Cc: SCRRRA Board  
SCRRRA Member Agency Executive Directors  
SCRRRA TAC  
Cities of Anaheim, Buena Park, Commerce, Fullerton, Irvine, Lancaster, Los Angeles, Norwalk, Orange, Santa Ana, Tustin.



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April 24, 2007

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

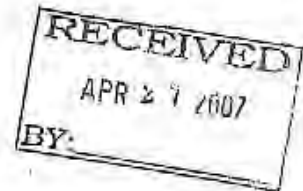
Dear Mr. Leavitt:

Thank you for the opportunity to provide comments on the development of the scope of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train (HST) system. Our comments are based upon the Notice of Intent issued by the Federal Railroad Administration U.S. Department of Transportation on March 15, 2007.

The Orange County Transportation Authority (OCTA) submitted comments on August 17, 2004, on the Draft Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) for the proposed statewide HST system. We urge the California High Speed Rail Authority (CAHSRA) to use those comments as a guide as you prepare the scope for the EIR/EIS for the Los Angeles to Orange County segment. I have attached a copy of our previous comments for your use.

Since the completion of the PEIR/PEIS, a number of important decisions have been made by the OCTA Board of Directors and the voters of Orange County in regards to the future of rail service in Orange County. In November of 2005, the OCTA Board of Directors approved a significant expansion of the Metrolink service in Orange County. The approved plan calls for Metrolink service to operate from Laguna Niguel/Mission Viejo in south Orange County to Fullerton in north Orange County every 30 minutes in each direction, 7 days per week. The program is fully funded and is currently being implemented. It is important that all of the capital improvements to railroad infrastructure, stations, and parking be included in the no action alternative of the EIR/EIS.

Additionally, Orange County voters approved the renewal of Measure M in November, 2006. Measure M is a half-cent sales tax in Orange County for transportation improvements. The voter-approved Measure M plan dedicates \$1 billion for capital improvements and the operation of the Metrolink system between 2011 and 2041. OCTA is currently working on the development of the program guidelines for the use of the funds approved for Metrolink service as part of the renewed Measure M. Close coordination between OCTA and the



Orange County Transportation Authority  
650 South Main Street / P.O. Box 14104 / Orange / California 92663-1684 / (714) 560-OCTA (6282)



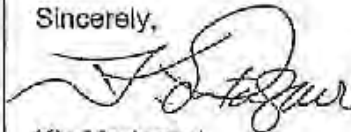
Mr. Dan Leavitt  
April 24, 2007  
Page 2

CAHSRA should occur as the EIR/EIS is being prepared to ensure that synergies and opportunities in the areas of highway-rail grade separations, track and signal improvements, passenger facilities, and operations are identified for the planned HST system and the future planned Metrolink Expansion as part of the renewed Measure M. The renewed Measure M plan also dedicates \$1 billion for transit extensions to the existing Metrolink system in Orange County. The goal of this program is to make the Metrolink system more convenient for people in Orange County. Projects for this program are currently in the preliminary planning phase.

Finally, also in 2006, OCTA acquired 13.5 acres of land in the City of Anaheim adjacent to the OCTA-owned railroad right-of-way that Metrolink and Amtrak currently operate over and is the planned future route of the HST system. Current plans call for this site to be developed as the Anaheim Regional Transportation Intermodal Center (ARTIC). We urge the CAHSRA to identify the ARTIC site as the new southern terminus of the San Francisco to Los Angeles alignment of California HST system instead of Los Angeles, and to designate Anaheim as the southern destination point for the initial operation segment as well. As stated in our comments on the PEIR/PEIS in 2004, extending the HST system south of Anaheim will likely present significant difficulties in the areas of track curvature, vertical clearances, noise and vibration, as well as other issues.

Once again, thank you for the opportunity to comment on the scope of the upcoming EIR/EIS on the California HST system. If you have questions, please call Darrell Johnson, Director, Transit Project Delivery at (714) 560-5343.

Sincerely,



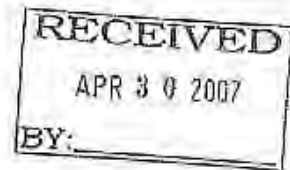
Kia Mortazavi  
Executive Director, Development

KM:dj  
Attachment

c: OCTA Rail Technical Advisory Committee



## CITY OF ORANGE



COMMUNITY DEVELOPMENT DEPARTMENT

[www.cityoforange.org](http://www.cityoforange.org)

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April 24, 2007

via email: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

Attn: Mr. Dan Leavitt, Deputy Director  
Los Angeles to Orange County High Speed Train  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

**Subject: Notice of Preparation (NOP) for a Project-Level EIR/EIS for the California High Speed Train, Los Angeles to Orange County segment.**

Dear Mr. Leavitt,

The City of Orange (City) has reviewed the NOP for the Project-level Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) for the California High Speed Train's Los Angeles to Orange County segment. The project proposes a high-speed train service from Los Angeles' Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) station. The City understands that the forthcoming EIR/EIS is tiered from the previous Program-level EIR/EIS that evaluated the Los Angeles to San Diego High Speed Train corridor.

**Orange supports the concept of a High Speed Train system operating in the State of California, and this support includes an Initial Operating Segment that would extend from Los Angeles' Union Station to Anaheim's ARTIC station. Orange strongly opposes the segment from Anaheim to the City of Irvine. This segment traverses the City of Orange and would result in significant, unacceptable adverse environmental impacts to our community including disruption of our National Register-listed historic district, noise and vibration impacts, and land use, housing and community impacts affecting both our residential and commercial/industrial communities. The City previously submitted a comment letter (dated June 25, 2004) for the Program EIR/EIS detailing these substantial concerns, which stem from the "Anaheim to Irvine" segment and have not yet been addressed.**

Because the proposed project's limits (defined as Los Angeles to Anaheim) stop north of the City of Orange and do not traverse our jurisdiction, the City's comments (below) do not reiterate our previous concerns, but focus on "spill over" environmental effects.

Please ensure the draft EIR/EIS addresses the following issues:

Comment 1: In the NOP, there are several statements that indicate that the proposed project is the "Los Angeles to Anaheim" segment of the California High Speed Train corridor, and the "Anaheim to Irvine" segment may be considered by the Rail Authority in the future as a separate effort. However, Figure B in the NOP references the Los Angeles to Anaheim segment as "Phase 1" of the proposed project and the "Anaheim to Irvine" segment as "Phase 2". This infers that the "Anaheim to Irvine" segment is the next "phase" of the project currently under consideration. As you are aware, the City is strongly opposed to the "Anaheim to Irvine" segment, and has an interest in ensuring that the forthcoming EIR/EIS does not in any way indicate that the Rail Authority is moving forward with approvals for this segment.

To avoid confusion over the scope of the project and the EIR/EIS, the City requests that the EIR/EIS eliminate references to the "Anaheim to Irvine" segment altogether, particularly where it is referenced as "Phase 2" of the proposed project. Rather, incorporate text that clearly states that the current proposal from "Los Angeles to Anaheim" is one segment of the larger statewide system (which was evaluated in the Program EIR), and clarify any and all approvals related to the forthcoming EIR/EIS are for the "Los Angeles to Anaheim" segment only. Further planning and implementation efforts for all other segments of the California High Speed Train system would be addressed as a separate project, which would undergo a separate environmental review and approval process. This approach will allow the City of Orange to support this current project.

Comment 2: The City of Anaheim's ARTIC station abuts the City of Orange jurisdictional boundary. We anticipate that with increased services at the ARTIC station, traffic levels on adjacent roadways will increase. The City requests that the Draft EIR/EIS include a capacity analysis using ICU methodology of all signalized intersections on Katella between the Santa Ana River and Justin Street, on Main Street between Taft and Chapman, Chapman between Main and State College and Orangewood between Main and the SR-57 ramps.

The existing traffic management software and hardware used by the City of Orange Traffic Management Center should be analyzed to determine if upgrades are necessary to adequately accommodate ARTIC-related traffic flows on Katella Avenue. This should include an operational intertie between Orange's and Anaheim's Traffic Management Centers.

The City also expects that the traffic analysis will address a “project opening year” scenario as well as a long-term (cumulative) scenario. The EIR/EIS must include adequate mitigation measures to address increased traffic volumes and increased demand on Orange infrastructure and must maintain an acceptable Level of Service of LOS D, per the City’s General Plan Circulation Element.

In addition, please note that the City of Orange is in the process of updating its General Plan, which is scheduled for City Council consideration this Fall, 2007. Please ensure that traffic volumes for the long-term traffic analysis scenario reflect the City’s updated land use densities and circulation system

For further information, please contact Mr. Tom Mahood, City Traffic Engineer, at (714) 744 5536.

Comment 3: The City requests that the EIR/EIS address increased parking demand resulting from the high speed train service stop at Anaheim and demonstrate that Anaheim’s ARTIC station has adequate parking facilities to accommodate projected demand. City of Orange streets regularly experience on-street parking “spillover” from Anaheim facilities and events; therefore, we have an interest in ensuring that the ARTIC station’s facilities have been planned to accommodate new project-related parking demand.

Comment 4: The City requests that impacts to existing rail operations within the City of Orange be studied and disclosed in the Draft EIR/EIS. This should include a discussion of impacts to existing Amtrak and Metrolink services in the City with respect to station spacing (i.e. changes in service due to moving the Anaheim station closer to the Orange station).

The City of Orange appreciates the opportunity to comment on the above-referenced project and looks forward to receiving the EIR/EIS later this year. Please contact Jennifer Le, Senior Planner/Environmental Review Coordinator at (714) 744-7238 should you have any questions.

Sincerely,



Alice Angus  
Community Development Director

California High Speed Train – Los Angeles to Orange County Segment  
Notice of Preparation for a Draft EIR/EIS  
April 24, 2007  
Page 4

CC: John Sibley, City Manager  
Gail Farber, Public Works Director  
Tom Mahood, Transportation Manager/City Traffic Engineer  
Anna Pehoushek, Principal Planner, Advance Planning Division.  
Jennifer McDonald, Senior Planner/Environmental Review Coordinator  
Doug Keys, Transportation Analyst



SOUTHERN CALIFORNIA



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Ventura County: Linda Patis, Ventura County • Glen Rogers, Santa Ynez • Carl Shoreline, San Bernardino • John Young, Port Harcourt

Orange County Transportation Authority: Hal Brown, Brea Park

Riverside County Transportation Commissioner: Robin Cove, Hemet

Ventura County Transportation Commissioner: Keith Whitmore, Holliston

24 April 2007

Mr. Dan Leavitt, Deputy Director  
Los Angeles-Orange County California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the California High Speed Train System from Los Angeles to Orange County - SCAG No. 120070182

Dear Mr. Leavitt,

Thank you for submitting the Notice of Preparation (NOP) of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the California High Speed Train System from Los Angeles to Orange County - SCAG No. 120070182 for to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff reviewed the aforementioned NOP, and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206). The California High-Speed Rail Authority (CHSRA) is proposing high-speed train (HST) service for travel between Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]), along the Los Angeles-San Diego (LOSSAN) rail corridor.

CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 (d)). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision that may be applicable to your project are outlined in the attachment. We expect the EIR to specifically cite the appropriate SCAG policies and address the manner in which the project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the proposed project.

SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. For a clearer understanding of the intent of and possibilities with Compass, please consult our website, [www.socalcompass.org](http://www.socalcompass.org) in addition to the guidance offered in this letter.

Please provide a minimum of 45 days for SCAG to review the FEIR when this document is available. If you have any questions regarding the attached comments, please contact Sheryl Del Rosario at (213) 236-1879. Thank you.

Sincerely,

Jacob Lieb  
Manager, Environmental Division

DOCS# 134840

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE  
CALIFORNIA HIGH SPEED TRAIN SYSTEM  
FROM LOS ANGELES TO ORANGE COUNTY - SCAG NO.120070182**

**PROJECT DESCRIPTION**

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train (HST) service for travel between Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center [ARTIC]), along the Los Angeles-San Diego (LOSSAN) rail corridor. The need for a HST system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports.

The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link the major metropolitan areas of the state; interface with international airports, mass transit and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

The CHSRA proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HST over 700-miles long, capable of speeds in excess of 200 miles per hour (mph) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The Los Angeles to Orange County corridor that was selected by CHSRA and the Federal Railroad Administration (FRA) being analyzed in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) follows the existing Burlington Northern Santa Fe (BNSF)/Metrolink rail corridor (also known as the LOSSAN Corridor). The HST system will provide service from Los Angeles County to Orange County with a proposed terminus in Anaheim.

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Monrovia General Plan – Amendments to the Land Use and Circulation Elements.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

**Regional Growth Forecasts**

The EIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion and city are as follows:

**Adopted SCAG Regionwide Forecasts**

	<b><u>2010</u></b>	<b><u>2015</u></b>	<b><u>2020</u></b>	<b><u>2025</u></b>	<b><u>2030</u></b>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,885,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

**Adopted City of Los Angeles Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

**Adopted Orange County Council of Governments (OCCOG) Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	3,291,628	3,369,745	3,433,009	3,494,394	3,552,742
Households	1,034,027	1,046,473	1,063,976	1,081,421	1,098,474
Employment	1,749,985	1,801,602	1,848,135	1,887,542	1,921,808

**City of Los Angeles Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,894,358	2,057,435	2,117,623	2,172,642	2,223,338

**City of Anaheim Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	365,495	372,119	377,118	381,799	383,739
Households	101,888	102,264	103,155	104,037	104,356
Employment	189,078	193,831	198,115	201,891	203,609

\* The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING**

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*

- 3.07 *Support subregional policies that recognize agriculture as an industry, support the economic viability of agricultural activities, preserve agricultural land, and provide compensation for property owners holding lands in greenbelt areas.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.19 *National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*

- 3.20 *Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

#### **GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY**

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*
- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

#### **AIR QUALITY CHAPTER**

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*



- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

#### **OPEN SPACE AND CONSERVATION CHAPTER**

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*
- 9.04 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*
- 9.07 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*
- 9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

#### **WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS**

The Water Quality Chapter goals related to the proposed project include:

- 11.01 *Streamline water quality regulatory implementation. Identify and eliminate overlaps with other regulatory programs to reduce economic impacts on local businesses.*
- 11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- 11.05 *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.*
- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

## REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

### Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

### Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed	Speed experienced by travelers regardless of mode.	10% Improvement
	• Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home		Auto 90% Transit 37%
	• Distribution of work trip travel times		Auto 8% Improvement Transit 8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode	0.3% Improvement
Performance Indicator	Performance Measures	Definition	Performance Outcome
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided	
		• Roadway Capacity - vehicles	20% Improvement at

		per hour per lane by type of facility • Transit Capacity – seating capacity utilized by mode	known bottlenecks N/A
<b>Sustainability</b>	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition. Preservation measure is a sub-set of sustainability.	\$20 per capita, primarily in preservation costs
<b>Preservation</b>	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
<b>Environmental</b>	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
<b>Environmental Justice</b>	• Expenditures by quintile and ethnicity	Proportionate share of expenditures in the 2004 RTP by each quintile.	No disproportionate impact to any group or quintile
	• Benefit vs. burden by quintiles	Proportionate share of benefits to each quintile ethnicity.	
		Proportionate share of additional airport noise by ethnic group.	

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

### GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's **mobility, livability and prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

#### Principle 1: Improve **mobility** for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

24 April 2007  
Mr. Leavitt  
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**Principle 2: Foster livability in all communities**

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

**Principle 3: Enable prosperity for all people**

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

**Principle 4: Promote sustainability for future generations**

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

**CONCLUSION**

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### *Roles and Authorities*

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001



**DEPARTMENT OF TRANSPORTATION**

DIVISION OF TRANSPORTATION PLANNING, MS-32

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 653-0808

FAX (916) 653-4570

*Flex your power!  
Be energy efficient!*

April 25, 2007

Mr. Dan Leavitt  
Deputy Director  
California High-Speed Rail Authority  
925 L Street  
Suite 1425  
Sacramento, CA 95814

**Subject: SCH2007031067, Notice of Intent/Preparation, California High Speed Train System  
From Los Angeles to Orange County, CA, dated March 15, 2007**

Dear Mr. Leavitt:

Attached are the comments from our District 7 office in Los Angeles.

Due to a lack of communication on my part, District 12 in Irvine separately forwarded its comments to your office on April 11, 2007.

If you have questions about our attached comments, please contact Cheryl J. Powell, Intergovernmental Review Program Manager, via telephone at (213) 897-3747, or E-mail: [Cheryl\\_j\\_powell@dot.ca.gov](mailto:Cheryl_j_powell@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Betty Miller".

Betty Miller

Statewide Local Development-Intergovernmental Review Coordinator  
Office of Community Planning

Attachment

- c: C. Powell, IGR Program Manager, District 7  
C. Shiigi, IGR Coordinator, District 7  
S. Morgan, Senior Planner, State Clearinghouse

District 7 IGR Comments--Los Angeles to Orange County High Speed Rail Project

In addition to the comments provided by District 12 in their letter to the Lead Agency, District 7 IGR has the following comments:

A transportation corridor study will be needed to evaluate the project's overall impact on the regional transportation network. The corridor study should include, but not be limited to:

A Caltrans Cooperative Agreement, Memorandum of Understanding or Memorandum of Agreement may be needed relating to project development and design of the high-speed rail facility and all impacts to State Rights-of-way.

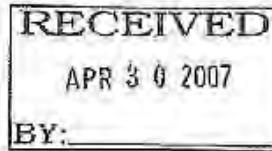
We recommend connectivity between the Norwalk Transportation Center and the Metro Green Line LRT Norwalk Station (terminus) which is located near the I-605/I-105 Freeways, also in the City of Norwalk. The Metro Green Line LRT provides access to LAX.

We recommend that the project refer to and be consistent with the LOSSAN Corridor environmental document, which describes system constraints especially through parts of Orange County.

*Attachment*



## CITY OF ORANGE



OFFICE OF MAYOR

PHONE: (714) 744-2201 • FAX (714) 744-5147

[www.cityoforange.org](http://www.cityoforange.org)

April 25, 2007

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

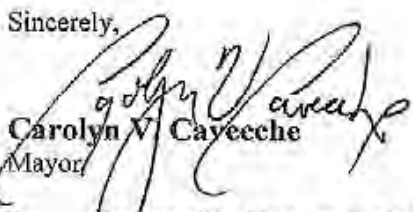
Dear Mr. Leavitt:

This letter is in response to your request for public scoping comments regarding the LA to Anaheim segment of the High Speed Train (HST) corridor. I understand that you are currently preparing a project-level EIR/EIS to evaluate the environmental effects of a HST between Los Angeles and Orange County (specifically Anaheim), along the existing Los Angeles-San Diego Rail Corridor (LOSSAN). I recognize that the link to the Anaheim Intermodal Transportation Center (ARTIC) is a vital transportation connection for Orange County.

As you conduct the project-level EIR/EIS evaluating the corridor alignment, please keep in mind that the future segment from Anaheim to Irvine is neither cost effective nor crucial. This connection is currently in place with the use of the current Orange County Metrolink Rail System. The City of Orange strongly opposes any potential southbound rail transportation system that would go through the Historic Old Towne area causing much disruption to our community, especially when an existing southbound rail system is currently in operation. Anaheim would be the logical Orange County hub for the HST, and the current Orange County Metrolink system is the ideal transportation tool to make the connection.

Thank you in advance for your help in this matter. Please do not hesitate to call me directly if you have any questions.

Sincerely,

  
Carolyn V. Cavecche  
Mayor

Cc: Members of the City Council of the City of Orange  
State Senator Dick Ackerman  
Assemblyman Todd Spitzer  
Assemblyman Bob Huff  
Assemblyman Mike Duvall



April 27, 2007

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**Re: CA HST/NOP - Los Angeles to Orange County Segment**

Dear Mr. Leavitt:

The California High-Speed Rail Authority (Authority), the lead agency for the California Environmental Quality Act (CEQA) process has issued a Notice of Preparation (NOP) of a Project Level Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for multiple sections of the proposed California High Speed Train system (HST). The Authority has issued this notice to solicit public and agency input into the development of the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of the combined EIR/EIS document.

The National Railroad Passenger Corporation (Amtrak) would like to identify Mr. Gil Mallery as a future point of contact to coordinate with the Authority and the Federal Railroad Administration (FRA) in its efforts towards the completion of the project level studies. Contact information for Mr. Mallery is as follows:

Gil Mallery  
Asst. Vice President  
530 Water Street, 5<sup>th</sup> Floor  
Oakland, CA 94607  
(510) 238-4361

Amtrak is interested in learning who the Authority has contracted with to perform the project level EIR/EIS for each segment. Amtrak would appreciate learning the names and responsibilities for each contractor of the segment teams. In addition, how will the individual teams address issues identified at the intersection of individual segments?

Mr. Dan Leavitt  
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The HST Alternative to be considered by the Authority proposes to construct, operate and maintain an electric powered steel wheel on steel rail HST system, over 700 miles long, capable of reaching speeds in excess of 200 mph on dedicated, fully grade separated tracks. More specifically, Attachment A to the NOP of Project Level EIR/EIS for the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center) states:

"Further engineering studies will examine and refine alignments in the selected corridor, including the previously considered alignment option that shares tracks with other passenger services separated from freight with 4 total tracks (2 for passenger rail service and 2 for freight) between Los Angeles and Fullerton. South of Fullerton, the alignment would be two tracks with additional passing tracks located at intermediate stations. The electrified HST would share tracks (at reduced speeds) with non electric Metrolink commuter rail, Amtrak Surfliner Intercity services and occasional freight trains. This alignment option is based on the premise that the capacity and compatibility issues associated with the shared operation with existing non-electric service (Surfliners, Metrolink, and freight) will be resolved. Additional alignment options will be considered that involve dedicated HST tracks that may be exclusive to HST service or that may also accommodate Metrolink express services.

As you can imagine the construction of the HST system would have significant impact on the existing railroad infrastructure to the extent co-location of track, stations and other existing infrastructure is proposed. The potential for sharing grade separated tracks is of significant interest to Amtrak as is proposed between Los Angeles and Fullerton. Amtrak would be interested in the feasibility of additional use of parallel dedicated or shared, grade separated track in this segment as well as other segments. Amtrak would appreciate being included in future discussions and planning relevant to this subject to consider the accommodation of Amtrak, in addition to Metrolink service.

The above referenced alignment options will contemplate the capacity and compatibility issues associated with current non electric services. Will consideration also be given to the potential accommodation of service if existing services are converted to the same mode of electric power?

The NOP indicates that the Union Station to LOSSAN Connector would likely be built primarily as an elevated guideway starting from the upper level of Union Station and coming to grade in or near the LOSSAN River Corridor. The Authority should consider



Mr. Dan Leavitt  
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Page 3

ongoing growth and expansion plans of passenger rail service into and out of the existing Union Station.

The NOP also suggests that potential sites for turn back/layover train storage facilities and a main HST repair and heavy-maintenance facility will be evaluated in the Los Angeles to Orange County HST Project level EIR/EIS. How will sites be evaluated? What is included in the criteria for site identification/evaluation? Will new and existing sites be evaluated? Will environmental site assessments be proposed for new site evaluation? Will engineering/physical specifications and administrative (permit) requirements be identified or specified for evaluation of existing maintenance facilities?

The Project-Level EIR/EIS Fact Sheet provides a schedule identifying that the Draft EIR/EIS would not be completed until 1<sup>st</sup> quarter 2009; however, certain Engineering and Environmental Studies would be completed by 1<sup>st</sup> quarter 2008. Will these Engineering and Environmental Studies result in any deliverable? If so, will these studies be available to the public/agencies?

As stated in the NOP the Project-Level EIR/EIS would analyze the potential environmental impacts associated with implementing the Los Angeles to Orange County segment of the HST systems including but not limited to: displacement of commercial and residential properties, community and neighborhood impacts and disruption, increased noise and vibration, traffic impacts associated with stations, effects to historic properties/archaeological sites, impacts to parks and recreation resources, visual quality effects, exposure to seismic and flood hazards, impacts to water resources, wetlands, and sensitive biological species and habitat, land use compatibility impacts, energy use, and impacts to agricultural lands. While these issues were addressed in the August 2005 Program EIR/EIS it is anticipated that the proposed project level EIR/EIS will provide greater level of detail.

Traffic impacts associated with Stations if co-location is proposed will require evaluation of current and projected rider-ship patterns and parking requirements of existing passenger rail service in addition to future projected HST rider-ship and ongoing Station area development policies encouraging transit friendly development.

Potential for Environmental Justice concerns should be included within topics of community and neighborhood impacts. Potential for electromagnetic exposure/interference should also be evaluated.

Mr. Dan Leavitt  
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How will the alternative corridors be evaluated for the potential presence of hazardous materials/hazardous waste? How will these materials be managed if detected during construction? Who will be financially responsible for the removal of hazardous materials/waste during construction?

Please note that there is considerable community interest in the revitalization and restoration of the Los Angeles river area adjacent to existing rail infrastructure. Please evaluate/consider proposed river restoration efforts in the Draft EIR/EIS.

Given the significant positive environmental impact of the HST to the improvement of Air Quality within the State of California with a proposed reduction of 12.4 billion pounds of carbon dioxide per year compared to highway and air travel, have alternative methods of financing been considered for partial funding of future design and/or construction efforts?

On behalf of Amtrak, I would like to thank the Authority for the opportunity to provide our questions and comments. While select comments pertain to the segment between Los Angeles and Orange County the majority of our comments pertain to the entire California Corridor. Amtrak welcomes the opportunity to work more closely with the Authority in the future and we look forward towards future milestones and developments of this project. Please feel free to contact Mr. Mallery or the undersigned at (213) 683-6721 via phone or via email at [SmithW2@amtrak.com](mailto:SmithW2@amtrak.com), if we can be of any service. Thank you for your cooperation and assistance.

Respectfully yours,



Wade W. Smith  
Amtrak  
Senior Environmental Coordinator  
Southwest Division

**Dan Leavitt**

---

**From:** Shohreh Dupuis [SDupuis@anaheim.net]  
**Sent:** Thursday, April 26, 2007 3:36 PM  
**To:** Dan Leavitt; jlabrado@consensusp.com  
**Cc:** John Lower; Jonathan Borrego; Danny Wu  
**Subject:** FW: Follow-Up RE: High Speed Rail NOP

Hello Dan & Jen

While we have decided not to submit format comment letter on the NOP, can you please make sure that STV as part of the EIR document preparation confirms that the following streets in City of Anaheim will be considered for full highway grade separations :St. College, Cerritos, Ball, La Palma and Orangethorpe. In addition, we need to make sure that the EIR at minimum examines pedestrian separations or closures at Vermont, South, Santa Ana, Broadway, Sycamore and North St, with possible bike path separations at Santa Ana, Sycamore and La Palma which are designated on our master plan of bikeways as bike trails/paths.

Thanks  
Shohreh Dupuis,  
Transit Manager  
City of Anaheim



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX**

**COMMUNITIES AND ECOSYSTEMS DIVISION**

75 HAWTHORNE ST., SAN FRANCISCO, CA 94105  
OFFICE: (415)947-8704 FAX (415)047-8026

Date: 4/26/07

TO:

Dan Lewitt

David Vilemsstein

David Vilemsstein

Fax #:

916 322 0827

202 493 6330

202 493 6330

FROM:

Connell Planning

Fax #:

415 947 8026

Subject:

~~LA to Orange County NOI Letter~~

LA to Orange County NOI Letter

Number of pages including cover sheet:

12 2 13

Comments:

Hard copy to follow via mail

Signed page included?  
Hard copy to follow.

Thanks,  
Connell





**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
**REGION IX**  
**75 Hawthorne Street**  
**San Francisco, CA 94105-3901**

April 26, 2007

David Valenstein  
Federal Railroad Administration  
1120 Vermont Avenue, NW, MS 20  
Washington, D.C. 20590

**Subject: EPA Scoping Comments for the Los Angeles to Orange County California High Speed Train Environmental Impact Report/Environmental Impact Statement**

Dear Mr. Valenstein:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on March 15, 2007, requesting comments on the Federal Railroad Administration (FRA) and California High Speed Rail Authority (CHSRA) decision to prepare a Draft Environmental Impact Statement (Draft EIS) for the Los Angeles to Orange County California High Speed Train. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

We appreciate the close working relationship we have had with FRA and CHSRA as a cooperating agency on the previously completed statewide, programmatic, "Tier 1" EIS completed for a high speed train for California. We understand that the proposed project, connecting Los Angeles to Orange County via high speed train, will be one of the first project-level, "Tier 2" EISs to be initiated as a follow-up to the statewide analysis. EPA supports the concept of a high speed train system in California that can provide an alternative to increasing vehicle miles traveled and lead to reduced environmental impacts if planned well. We look forward to continuing our working relationship with you on this Tier 2 EIS and other Tier 2 project-level environmental analyses that will follow.

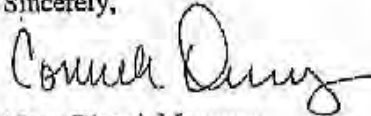
Through our previous comments on the statewide, programmatic EIS, EPA provided multiple recommendations and concerns to be addressed at the Tier 2 level. The attached comments include these, and other recommendations, related to continued interagency coordination, relationship of this project to the proposed MagLev high speed train, and analysis of impacts to (1) air quality, (2) aquatic resources, (3) biological resources, (4) noise, (5) tunneling, and (6) environmental justice communities. In addition, we have provided some recommendations for the cumulative impacts and growth inducement analysis for this project.


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We look forward to maintaining our working relationship with FRA and CHSRA as we continue to coordinate on a proposed high speed train system for California. If you have any questions, please feel free to contact me or Connell Dunning, the lead EPA reviewers for this project. Connell can be reached at [Dunning.Connell@epa.gov](mailto:Dunning.Connell@epa.gov) or (415) 947-4161.

Sincerely,



 Nova Blazej, Manager  
Environmental Review Office

Enclosures: EPA's Detailed Comments

cc: Dan Leavitt, California High Speed Rail Authority  
Mark Cohen, Army Corps of Engineers  
Kurt Roblek, U.S. Fish and Wildlife Service  
Maiser Khaled, Federal Highway Administration  
David Bunn, California Department of Fish and Game

EPA SCOPING COMMENTS FOR THE LOS ANGELES TO ORANGE COUNTY TIER 2 HIGH SPEED TRAIN ENVIRONMENTAL IMPACT STATEMENT, APRIL 26, 2007

**Interagency Coordination**

The Environmental Protection Agency (EPA) commends the previous efforts of the Federal Railroad Administration (FRA) and the California High Speed Rail Authority (CHSRA) in coordinating with our agency to highlight the potential environmental impacts of a high speed train system for all of California as outlined in our April 2003 Interagency Memorandum of Understanding (MOU). The MOU outlined a process for integrating the requirements of the National Environmental Policy Act (NEPA) and Clean Water Act (CWA) Section 404 to streamline the environmental review process for the statewide "Tier 1" Programmatic Environmental Impact Statement (PEIS), which is now completed.

We understand that the proposed project, connecting Los Angeles to Orange County via high speed train, will be one of the first project-level, "Tier 2" EISs to be initiated as a follow-up to the statewide analysis. For this, and all upcoming project-level EISs that tier off of the statewide programmatic document, EPA is available to continue to coordinate to discuss potential environmental concerns and solutions at the earliest possible opportunity.

**Relationship to other High Speed Train Projects**

The Draft EIS for the Los Angeles to Orange County high speed train should specifically identify how a proposed magnetic levitation powered high speed train service in Southern California relates to this project. EPA is aware of multiple high speed train proposals and understands that at least two are planned to travel to Orange County.

**Recommendations:**

- Justify the need for both steel-wheel on steel-rail technology proposed for this project and the magnetic levitation technology proposed for a separate high speed train project in southern California.
- Address how the proposed project will insure that potential duplication of efforts and incompatibilities will not occur.
- Identify integration and/or incompatibility of both projects.
- Identify the specific design features of this proposal that are being designed to "link up" with the other high speed train proposals in the region.

**Air Quality**

The proposed project is located in the South Coast Air Basin (SCAB). The SCAQMD implements local air quality regulations in the SCAB to carry out Federal Clean Air Act (CAA) requirements, as authorized by the EPA. The current SCAB nonattainment designations under the Federal CAA are as follows: carbon monoxide (CO) - serious nonattainment; 8-hour ozone - severe nonattainment; particulate matter with a diameter of 10 microns or less (PM10) - serious nonattainment; and particulate matter with a diameter of 2.5 microns or less (PM2.5) - nonattainment. The SCAB has the worst 8-hour ozone and PM2.5 problems in the nation, and

attainment of these National Ambient Air Quality Standards (NAAQS) will require massive reductions from mobile sources, given the rapid growth in this emissions category and the long lifespan of diesel engines.

#### *General Conformity and Transportation Conformity*

The proposed project may require a general conformity determination by FRA. If required, the Draft EIS should include the general conformity determination with related mitigation commitments. FRA and CHSRA should work with the South Coast Air Quality Management District (SCAQMD) to ensure that anticipated emissions from the proposed project are consistent with the Air Quality Management Plan.

To the extent that the proposed trains system will require modification of the existing road network and construction of parking lots and transit facilities, the Draft EIS should identify what elements of this project will require funding or approval by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). In addition, the Draft EIS should demonstrate that FHWA or FTA-funded or -approved project elements are included in a conforming transportation plan and a transportation improvement program. FRA and CHSRA should work with SCAQMD and Southern California Association of Governments (SCAG) to ensure that applicable elements of the proposed project are consistent with future revisions of the RTP. The identification of sensitive receptors, and carbon monoxide and particulate matter hotspot analyses should be included in the Draft EIS, especially where parking lots and road modifications are proposed.

#### *Particulate Matter (PM) Standards*

On October 17, 2006, EPA issued a final rule establishing changes to the PM<sub>2.5</sub> and PM<sub>10</sub> NAAQS, which was effective on December 18, 2006 (See 71 FR 61144). In this final rule, a new 24-hour standard for PM<sub>2.5</sub> of 35 micrograms per cubic meter (ug/m<sup>3</sup>) replaces the old standard of 65 ug/m<sup>3</sup>, and the annual PM<sub>10</sub> standard of 50 ug/m<sup>3</sup> has been revoked. The PM<sub>10</sub> 24-hour standard of 150 ug/m<sup>3</sup> has been retained. Conformity requirements for the new 24-hour PM<sub>2.5</sub> standard of 35 ug/m<sup>3</sup> do not apply until one year after the effective date of nonattainment designations. EPA notes that the PM<sub>2.5</sub> hot-spot analyses required for the project-level conformity determination must still consider the 1997 PM<sub>2.5</sub> standards, because these are the standards upon which the existing PM<sub>2.5</sub> nonattainment designations were based.

#### *Particulate Matter Hotspot Analysis*

The DRAFT EIS should include a discussion of the PM<sub>10</sub> requirements, including reflection of the changes to PM<sub>10</sub> project-level hotspot procedures established in EPA's March 10, 2006 final revisions to the transportation conformity rule (see 71 FR 12468) or EPA's March 2006 guidance document on PM hotspots (<http://www.epa.gov/otaq/stateresources/transconf/policy/420b06902.pdf>). The March 10, 2006 changes to EPA's conformity rule supersede all previous FHWA and Caltrans PM hotspot guidance documents (i.e., "Interim PM<sub>10</sub> Guidance," M. Brady, D. Eisinger, T. Kear, February, 2000; "Guidance for Qualitative Project-Level 'Hot Spot' Analysis in PM<sub>10</sub> Nonattainment and Maintenance Areas", FHWA, September 12, 2001; and "Particulate Matter and Transportation Projects, Analysis Protocol", February 23, 2005.).

**Recommendation:**

- Where applicable, insure the PM10 project-level hotspot analysis is performed following the March 2006 procedures and that the analysis reflects the changes of the procedures. EPA's March 2006 guidance document on PM hotspots discusses the methods that can be used for performing qualitative PM2.5 and PM10 hotspot analyses, including comparisons to other locations. In particular, the guidance recommends considering PM10 and PM2.5 conditions at nearby monitors, or locations similar to the proposed project.

**Construction Mitigation Measures**

The Draft EIS should include SCAQMD requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this project.

**Recommendations:**

Due to the serious nature of the PM10 and PM2.5 conditions in the project area, EPA recommends that the best available control measures (BACM) for these pollutants be implemented at all times and that the Draft EIS, Final EIS, and Record of Decision (ROD) incorporate a Construction Mitigation Plan. We recommend that (1) all applicable requirements under SCAQMD Rules, and (2) the following additional and/or revised measures be incorporated into a Construction Mitigation Plan.

**Fugitive Dust Source Controls:**

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under Windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

**Mobile and Stationary Source Controls:**

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturers recommendations

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- Lease newer and cleaner equipment meeting the most stringent of applicable Federal or State Standards. In general, only Tier 2 or newer engines should be employed in the construction phase, given the scale of the construction project, the level of the exposed population, and the high background levels of pollutants in the area.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Use low sulfur fuel (diesel with 15 parts per million or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintain traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors away from fresh air intakes to buildings and air conditioners.
- Given the severity of the PM problem in the area and the size of the construction activity associated with the proposed project, commit to implement during all construction phases more than the minimum of one BACM in each category in order to reduce PM emissions to the minimum.
- Locate construction equipment and staging zones away from sensitive receptors such as children and the elderly as well as away from fresh air intakes to buildings and air conditioners.

Water Resources

The Clean Water Act Section 404(b)(1) Guidelines (Guidelines) at 40 CFR Part 230.10(a) state that "...no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the



aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." While EPA has concurred that the high speed train alternative alignment identified in the completed statewide Tier 1 PEIS for the Los Angeles to Orange County section of the project is "most likely to contain" the least environmentally damaging practicable alternative (LEDPA), FRA and CHSRA will have to demonstrate in the EIS for this project that potential impacts to waters of the United States have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)).

**Recommendations:**

- In this Tier 2 Draft EIS for the Los Angeles to Orange County high speed train, follow through with commitments made in the statewide Tier 1 Final PEIS, specifically "Avoidance and minimization measures would be incorporated into the development, design, and implementation phases at project-level environmental analysis. In addition, close coordination will occur with the regulatory agencies to develop specific design and construction standards for stream crossings, infrastructure setbacks, monitoring during construction, and other best management practices" (Final PEIS, Page 3.17-13).
- Demonstrate that all potential impacts to waters of the United States have been avoided and minimized. If these resources cannot be avoided, the Draft EIS analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Identify design measures and modifications to avoid and minimize impacts to water resources. Quantify the benefits achieved for each alternative studied, for example, number of stream crossings avoided, acres of waters of the United States avoided, etc.
- Identify all protected resources with special designations and all special aquatic sites and waters within state, local, and federal protected lands. Additional steps should be taken to avoid and minimize impacts to these areas.

**Biological Resources**

EPA is supportive of FRA and CHSRA commitments in the statewide Tier 1 PEIS that "project-level studies will identify areas where it is important to maintain connectivity and will ensure that sufficient mitigation is included to maintain movement corridors," and "wildlife underpasses or overpasses will be added to the (high speed train) at-grade alignments, where appropriate, to reduce the overall effects on wildlife corridors and movements" (Final PEIS Appendix 2, Chapter 9, Standard Response 3.15.9).

**Recommendations:**

- Incorporate information developed for the Missing Linkages Report and identify how alternatives have been designed to allow for continued wildlife movement: California Missing Linkages Report: [http://sewildlands.org/missinglinks/reports/download\\_missinglinkages.htm](http://sewildlands.org/missinglinks/reports/download_missinglinkages.htm)
- Use data developed for the statewide California Wildlife Action Plan (CWAP) to inform the siting of alternatives and mitigation ideas. Identify in the Draft EIS the specific design changes proposed to avoid resources. The CWAP addresses 800 at-risk species and provides range maps. The range maps for these species are available from the California Department of Fish and Game. <http://www.dfg.ca.gov/habitats/WDP/>
- In addition to locating the available data indicating where species ranges may be bisected by the high speed train system, EPA recommends that FRA and CHSRA facilitate a meeting of scientists and local experts to explore the specific locations and design features for wildlife crossings that are needed.
- Identify the connections that would likely remain after construction of the high speed train system and highlight these areas as "connectivity zones" for protection and preservation. In the Draft EIS, identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.
- Disclose how fencing the train route will affect wildlife movement and discuss how fencing for safety purposes will be integrated with proposed wildlife passages, such as culverts, bridges, viaducts, underpasses, and overpasses.

### Noise Impacts

The Draft EIS should address the potential noise and vibration impact to residents, businesses, and wildlife related to the construction and operation of the proposed project. Potential impacts to human health and welfare and wildlife activity are important with a project of this magnitude, particularly in light of the maximum speed and resulting sounds and vibrations that the high speed train will produce throughout the train route.

### Recommendations:

All noise impacts should be fully analyzed and presented in the Draft EIS. In addition, the Draft EIS should include commitments to implement measures to adequately mitigate noise impacts associated with the project. The Draft EIS should assess noise and vibration exposure to determine high, medium, and low severity of impacts near the proposed high speed train route. The Draft EIS should address nocturnal and diurnal impacts to wildlife activities such as foraging, predator avoidance, and nesting that may be affected by new sounds and vibrations introduced to natural habitats.

Methods to incorporate effective public participation into the NEPA process should be fully described and implemented early to better incorporate public concerns into the planning process. Where potential acquisition of property is proposed, an open, participatory process involving affected residents should be implemented.

### **Tunneling Methodology and Impacts**

The Draft EIS should identify the amount of material to be removed per mile of tunnel and where material will be disposed or stored. Any impacts associated with the transport and storage of fill should be described and mitigated. Discuss the tunneling methodology to be utilized and the corresponding environmental impacts. Identify specific design measures and options to insure that the full scope of environmental impacts associated with tunneling are considered in project design.

#### **Recommendations:**

- Discuss the methodology proposed for tunneling associated with the high speed train system alternative, including equipment and planned locations for staging tunnel operations and methods for transportation of tunnel equipment.
- Estimate the miles of roads required for operation and access for emergency personnel in tunneled areas and the number of temporary roads required for each mile of tunnel construction. Include proposed methods for removal and revegetation of these roads.
- Quantify the environmental impacts associated with the tunneling and required connected actions, for example amount of material removed per mile tunnel, impacts associated with storage of removed material, road access required, impacts associated with the transport of removed material, etc.
- Discuss the potential impacts of tunneling on the maintenance of stream flows. Address the potential for tunneling to affect riparian habitat, the direction of lateral movement of water through the soil profile, and the recharge of shallow, unconfined aquifers.

### **Environmental Justice and Community Involvement**

Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>).

#### **Recommendations:**

- Identify how the proposed alternatives may affect the mobility of low-income or minority populations in the surrounding area.

- Provide specific, appropriate mitigation measures for any anticipated adverse impacts to community members.
- Include opportunities for incorporating public input to promote context sensitive design, especially in Environmental Justice communities.

### Cumulative Impact Analysis

Cumulative impacts are defined in the Council on Environmental Quality's (CEQ) NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities. Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

#### Recommendations:

- The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.
- The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection (CEQ's Forty Most Frequently Asked Questions #19). Identify the current condition of the resource as a measure of past impacts. For example, the percentage of wetlands lost to date.
- Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or stasis.
- The cumulative impact analysis should identify potential large, landscape-level statewide and regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to all sensitive resources on a statewide and regional scale. The cumulative impact analysis should guide future project-level analyses and potential avoidance and minimization measures, while focusing design and mitigation efforts. Disclose the

parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts.

- Assess the cumulative impacts contribution of the proposed alternatives to the long-term health of the resource, and provide a specific measure for the projected impact from the proposed alternatives.
- EPA recommends that FRA and CHSRA use Caltrans recently published cumulative impacts guidance, which is applicable to cumulative impact analyses for non-road projects. This guidance can be found at [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)].

### Growth Inducing Analysis

EPA recommends making both the methodology and the assumptions in the growth inducing analysis as transparent as possible to the public and decision makers.

#### Recommendations:

EPA provides the following recommendation for incorporation into the Draft EIS:

- Identify which land use model will be used, discuss its strengths and weaknesses, and describe why it was selected.
- Identify the assumptions used in the model, the strengths and weaknesses of the assumptions, and why those assumptions were selected. For example, describe which method will be used to allocate growth to analysis zones, its strengths and weaknesses, and why that method was selected.
- Ground truth the results of the land use model by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives. Use their collective knowledge to validate or modify the results of the land use model.
- Use the results of the growth inducing analysis to inform station locations, and parking lot size and locations, as well as mitigation measures to reduce environmental impacts.
- Identify station locations that are currently zoned for high density development and those that are not. Address potential growth-related mitigation efforts, including incentives for transit-oriented development, measures to increase the capacity of city/county planning efforts, and mechanisms to encourage transit oriented development.
- Use FHWA and Caltrans recently published growth-related impacts guidance, which is applicable to growth-related impact analyses for non-road projects outside of California. This guidance can be found at [[http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)].



**Rail Stations**

The Draft EIS should identify where proposed stations, parking lots, and additional required infrastructure will be located in the project corridor, and should disclose the associated impacts from station development on planned and unplanned growth.

**Recommendations:**

EPA provides the following recommendation for incorporation into the Draft EIS:

- Identify the expected land use changes associated with station locations.
- Identify the associated environmental impacts of those land use changes, both indirect and cumulative.
- Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts of the projected land use changes.

**Station Features**

One of the greatest benefits of the project is to reduce vehicle miles traveled (VMT). EPA strongly supports including project elements that will further reduce VMT.

**Recommendations:**

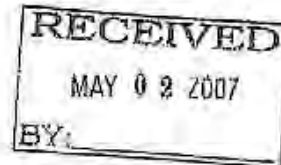
EPA provides the following recommendation for incorporation into the Draft EIS:

- Minimize the parking lots to the greatest extent possible at the stations.
- Coordinate with other transit providers to maximize station access by transit.
- Design the new facilities to be pedestrian and bicycle-friendly, in addition to linking with other modes of transit.
- Support policies that will increase density and mixed-uses in the station areas.



## CITY OF FULLERTON

Community Development Department



April 27, 2007

Mr. Dan Leavitt  
Deputy Director  
ATTN: Los Angeles to Orange County HST  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**SUBJECT: NOP of Project Level EIR/EIS for Los Angeles to Orange County HST**

Dear Mr. Leavitt:

Thank you for the opportunity to comment on the scope and content of the Project Level Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) to be prepared for the Los Angeles to Orange County High-Speed Train system, primarily along the LOSSAN Rail Corridor. The City of Fullerton supports continued planning for the rail system to facilitate the efficient movement of people and goods and to support multimodal transportation opportunities.

Since the addition of Amtrak in 1970 and Metrolink in 1995 to the City of Fullerton, the Fullerton Transportation Center has become the busiest train station in Orange County and is routinely one of the busiest stations in boardings on the Metrolink and *Pacific Surfliner* systems. From the Fullerton Depot, Amtrak makes connections to locations nationwide and Metrolink makes connections to Los Angeles, San Diego, San Bernardino and Riverside Counties. The Fullerton Transportation Center also contains an Orange County Transit Authority bus transfer station which connects to cities within Orange County. Bicycle lockers are available at the public parking structure and bicycle racks are available at the train station. The Transportation Center is well served by automobile routes including Harbor Boulevard and Commonwealth Avenue which provide access to the regional freeway system. Transit information is available at the Transportation Center and the area is easily accessible to pedestrians.

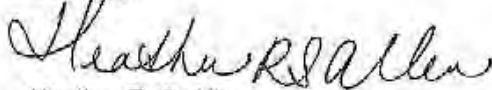
The City of Fullerton and its Redevelopment Agency are currently in the planning process with a private development team to turn the Fullerton Transportation Center into a higher-density mixed-use, transit oriented development. The stated goal of the project is to leverage current and future transit ridership to provide transit oriented housing and commercial development opportunities, create employment opportunities and provide greater access for pedestrians, bicycles, buses and automobiles to the Fullerton Transportation Center and the regional rail service portal it represents.

To this end, the City of Fullerton requests that the Project Level EIR / EIS evaluate as an alternative an additional HST station at the Fullerton Transportation Center including "skip-stop" scheduling whereby some trains stop while others continue through the station. The LOSSAN Corridor alignment already passes through the City of Fullerton and the Fullerton Transportation

Center. Furthermore, room is available to accommodate the necessary station modifications for the designation as a HST station. With the existing transit-friendly improvements as well as development planning efforts underway, Fullerton provides a station location that will support mixed-use, pedestrian-oriented development around the station while providing multi-modal regional connections, consistent with the stated station criteria.

If you should have questions regarding this response, please call me at (714) 738-6884.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather R. S. Allen". The signature is fluid and cursive, with the first name being the most prominent.

Heather R. S. Allen  
Acting Senior Planner

CC: Chris Meyer, City Manager  
Joe Feltz, Assistant to the City Manager  
Jay Eastman, Acting Chief Planner  
Don Hoppe, City Engineer  
Joel W. Rosen, AICP, Acting Director, Community Development  
Robert M. Zur Schmiede, Director Redevelopment and Economic Development



Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

## Metro

April 27, 2007

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to Orange County HST  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Project Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles (Union Station) to Orange County (Anaheim Regional Transportation Intermodal Center) section of the California High-Speed Train (HST) System. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Regarding the segment from the Orange County Line to Los Angeles, there are several additional issues that need to be addressed:

9. The Metro Rail facilities at 320 S. Santa Fe Street, Los Angeles (Division 20) must not be compromised in any way by the construction or operation of the HST Project.
10. The Metro Red Line ROW, including structures and wayside systems, from Union Station to and over the Los Angeles River must not be compromised in any way by the construction or operation of the HST Project.
11. The Metro Gold Line Eastside Extension currently under construction must not be compromised in any way by the construction or operation of the HST Project.
12. The project's potential impact on undeveloped Metro railroad right-of-way (ROW) including the Harbor Subdivision. This corridor has been identified as potential strategic project corridor in the emerging update to Metro's Long Range Transportation Plan (LRTP) and its study area includes the west bank of the LA River between Union Station and the Alameda freight rail corridor.
13. The project's potential impact on bus terminals such as those at Norwalk Transportation Center Metrolink station and the nearby Norwalk Metro Green Line Station will need to be thoroughly addressed to ensure service continuity and access.

In addition, Metro Planning has comments regarding the overall High Speed Rail (HSR) program:

14. Metro Planning is currently actively pursuing AA/DEIS/DEIR phases of several new transportation corridors. Some of these corridor studies will include alternative rail and other transportation uses in similar corridors to HSR. Metro and the High-Speed Rail Authority should coordinate closely to avoid impacts on these corridors. These corridors and program studies include:
  - a) Eastside Transit Corridor Phase II, with a study area extending from Union Station and the LA River south of I-5, north of I-10, and east of I-605;
  - b) Regional Connector, a light rail connection through downtown LA between Union Station/Little Tokyo and the Blue Line terminus at 7<sup>th</sup>/Metro Center station;
  - c) Westside Transit Corridor, with a study area extending from the Wilshire subway terminus and the Hollywood/Highland station west to the ocean;
  - d) Orange Line Canoga corridor extension;
  - e) Harbor Subdivision corridor extending from Union Station to LAX and the South Bay, potentially using the West Bank of the Los Angeles River south of Union Station;
  - f) The Crenshaw Corridor, a transit corridor between the Exposition light rail line or Wilshire Boulevard and LAX or the



Green Line. This corridor may include a portion of Metro's Harbor Subdivision right of way. This study will include highway and/or rail alternatives;

- g) I-710 South corridor between Highway 60 and the Ports of Los Angeles and Long Beach;
- h) Metro is evaluating technologies for use on Metro-owned, Metrolink-operated rail lines in Los Angeles County. One technology is Diesel Multiple Unit (DMU) or otherwise self-propelled passenger rail vehicle, but the study is not limited to this technology. One HSR line to be evaluated is identified in the HST study as Metro/Metrolink. The possibility of this operation on existing tracks should be taken into consideration in the project-level EIR.

Other Metro planning efforts relevant to HSR include:

- i) The Long Beach Blue Line and Exposition Line Connector study, and analysis including a potential light rail connection between the Washington Blvd./Long Beach Ave. Blue Line station and Union Station on the eastern edge of Downtown LA;
- j) Long-term planning for Metro rail yard and maintenance facilities. Potential sites include locations near the LA River and other HSR corridor segments. These yard sites may be compatible with HST storage and maintenance.

Other transit planning efforts not conducted by Metro, but involving Metro infrastructure, may have elements impacted by HSR alignments and programs. These elements include yard storage and maintenance needs. The planning efforts include:

- k) A western extension of the Exposition light rail line to Santa Monica; and
- l) The Gold Line Foothill extension.

- 15. Clearly, HST scheduling is critical to avoid conflicts with Metrolink, Amtrak, freight rail, and Metro Rail.
- 16. Any consideration of potential HSR impacts to freight rail service in Los Angeles County should be in compliance with Metro Goods Movement policies. Metro requests a thorough evaluation of impacts and benefits to goods movement.

17. Metro requests an evaluation of a HSR program that allows existing infrastructure to support incremental improvements that may ultimately be in HSR. There are many incremental improvement steps between existing passenger rail service and 225 MPH rail. This evaluation should consider the following:

- a) Incremental upgrades to existing service at speeds of approximately 80-125 mph depending on the operating corridor;
- b) Closing of gaps in the existing statewide passenger rail network;
- c) Electrification of existing passenger and freight rail segments;
- d) Designate incremental higher speed rail corridors in shorter segments which can be implemented in a shorter time frame;
- e) Shorter segment corridors that are not necessarily contiguous;
- f) Funding and budget commitments through existing studies and other creative finance mechanisms;
- g) Environmental clearances and design to match the above initiatives;
- h) A budget and operating plan that is achievable even if full funding for statewide HSR is not secured; and
- i) Identify through the study process key Intermodal Transportation Centers, which will support this type of service.

An accompanying alternative proposal should also:

- j) Identify other longer range planning initiatives to allow additional incremental speed improvements to bring train/corridor segment speeds to higher than 125 mph;
  - k) Identify in this planning initiative more incremental segments or extensions to existing incremental higher speed segments;
  - l) Identify a plan and a funding commitment to right of way reservations as necessary for possible future alignments;
  - m) Identify a plan, funding commitment and schedule to address technical challenges and problem spots not yet addressed from the ultimate project, which may require further study; and
  - n) Update an ultimate project plan based on this longer range planning initiative, perhaps in a strategic plan.
21. Metro requests an evaluation of various forms of standard passenger service with more frequent stops within the HSR ROW. For example, upon completion of HSR between Palmdale and Bakersfield, would conventional or semi-high-speed (125 MPH) passenger rail be able to operate in the corridor? Amtrak currently operates a bus bridge between Bakersfield and LA Union Station. It would be less than optimum if travelers had no travel service options filling the quality and price range between bus service and high-speed rail in this corridor. The identification of dedicated passenger rail rights of way would be a benefit potentially shared by all operators.

22. Metro requests an evaluation of HSR or semi-high-speed rail service with a ticket fare structure that presents a reasonable alternative to shift freeway trips to rail. The HSR appears to be designed to compete with airlines. That presents the expectation of airline-similar fares. A focus on pricing commensurate with auto driver diversion may suggest moderate initial speeds and/or travel discounts.
23. Metro requests that the operating energy, operating cost and potential energy savings of HSR at initial speeds of 125 miles per hour be considered in addition to very high speed operation.
24. Metro owns the railroad ROW along both the East and West Banks of the Los Angeles River throughout Downtown Los Angeles from North to South. The ROW is currently used in whole or part by Amtrak, Metrolink and a variety of freight railroads. The HSR Construction Authority and its consultants should coordinate with Metro on the future plans for this ROW during all phases of the HSR development process. Metro staff is prepared to coordinating with the HSR and its consultants to ensure that potential HSR needs accommodate future design assumptions. Please include potential impacts to Amtrak, Metrolink, freight rail and Metro Rail.
25. Metro, Metrolink, Amtrak, freight and HSR plans for LA River-adjacent track need to comply with the principles of the LA River Revitalization Master Plan. These principles promote a sustainable and greener Los Angeles River as part of Regional Transportation and Environmental Goals.
26. For segments along the LA River in downtown LA, Metro requests that the HSR Authority considers placing these track segments within at-grade reinforced concrete box structures suitable for enclosure within soil. Such an approach would allow surface level landscaping, bike and pedestrian paths, mixed-use transit oriented development, and passive recreation along the L.A. River.
27. Please evaluate how the placement of HSR tracks in surface level box structures covered in soil would allow the trains to approach stations at relatively high speed without noise or visual impacts on the surrounding community.
28. Please evaluate how joint development above tracks within box structures can help the HSR Authority to recover construction costs. Joint development efforts should be coordinated with the Los Angeles City Planning Department, the LA Community Redevelopment Agency, Metro Real Property Management and Development, and possibly Amtrak or other agencies. Joint Development coordination with Metro should be arranged through Mr. Roger Moliere, Chief, Real Property Management and Development, at 213-922-2225.
29. The EIS/EIR should fully identify HSR rail facility needs. It is likely that any successful HSR design will need Los Angeles area rail yards. The effort to find a suitable HSR rail yard should be part of an interagency effort to provide an adequate unified rail yard.

30. Curved station platforms have been successfully implemented along other HSR networks and should be thoroughly evaluated for Los Angeles County. For example, EuroStar rail service through the Channel Tunnel successfully terminates at its west end at a severely curved London Waterloo Station. The use of stations with one or more curve will avoid otherwise unavoidable extreme costs and allow cost-effective long platform stations.
31. Revenue estimates should be compared to Acela Northeast Corridor, the Shinkansen, the TGV, the ICE, EuroStar and other HSR. Based upon prior history, demonstrate why failed bond issues would not be the California experience. Revenues from HSR between London and Paris were insufficient to pay the capital cost bonds and refinancing has proven necessary. The proposed routes within California are longer than those between London and Paris and the size of the destination city at one end substantially smaller than the European examples.
32. Thoroughly analyze the response of airline carriers to HSR where it has been implemented elsewhere and show what this means for California.
33. Sensitivity analysis should be conducted showing the cost impacts of less than expected revenue.
34. Please discuss appropriate HSR train and platform length based on all modeling scenarios. Please show how platform lengths allow future capacity and expansion. Based on aerial photo analysis, platforms at London's Waterloo Station are approximately 1,300 feet in length.
35. If previous Metro-funded improvements are impacted by HSR, these should be mitigated. In its role as funding agent for Los Angeles County transportation projects, Metro has provided funding for many transit, bikeway, pedestrian, street widening, freeway, signal technology, transportation enhancements and other improvement projects throughout the past several years. Metro encourages all possible preservation of these recent civic improvements in the consideration of alignment and station designs as HSR progresses into more detailed design.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please contact Susan Chapman on my staff at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Susan Chapman

Sincerely,



Brad McAllester  
Executive Officer,  
Long Range Planning & Coordination

Cc: Wilbur Babb  
Diego Cardoso  
Heather Hills  
Carol Inge  
Velma Marshall  
Roger Moliere  
Bruce Shelburne  
Peter Voorhees



Dan Leavitt

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From: David Mootchnik [d.mootchnik@worldnet.att.net]  
Sent: Friday, April 27, 2007 4:32 PM  
To: Dan Leavitt  
Subject: Comments on the scoping study

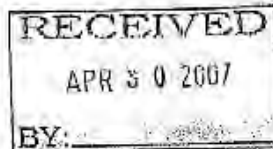
Dear Mr. Leavitt,

Today, April 27th, is the last day for public comments. I wish to have the following comment put on record.

Having reviewed the appropriate documents, I find the whole idea of the high speed rail line constructed and operated by public funding to be more than absurd. I advise that the whole project be rejected. If a high speed rail line is to be considered it should be developed and operated by a for profit company or consortium and not at taxpayers expense.

Thank you

Dave Mootchnik  
Southern California Commuters Forum  
[www.SCcommuter.com](http://www.SCcommuter.com)



*W. J. Dan*

# City of Santa Fe Springs

11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • [www.santafesprings.org](http://www.santafesprings.org)

April 27, 2007

*5/1/07*

California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Subject: California High Speed Train Project Level EIR/EIS  
Los Angeles to Orange County

Dear Gentlemen:

The City of Santa Fe Springs appreciates the opportunity to share our concerns regarding the proposed High Speed Train (HST) Corridor Improvements from Los Angeles to San Diego (LOSSAN). We acknowledge that the LOSSAN corridor is, and will continue to be congested, in light of the anticipated increases in both vehicular and train volumes during the next 20 years. While transportation infrastructure improvements need to be made, we believe that those improvements need to be implemented in a manner that will minimize inconvenience and not adversely impact our local community.

Further, it is our understanding that project-level EIR/EIS will provide detailed information with respect to specific segments or projects that were not addressed in the Final Program EIR/EIS. With that in mind, we respectfully submit the following comments for your consideration.

The horizontal alignment selected must consider the existing at-grade street crossings. With that in mind, it is our understanding that the HST system will be fully grade separated at all crossings; however, the funding required to construct grade separations along the HST route will not be secured by the California High Speed Rail Authority. We are concerned with this approach and believe that the funding for grade separations needs to be incorporated into the funding plan for the HST.

We are also very concerned about the impact of the HST on planned improvements within the City of Santa Fe Springs. In 2008, the City will begin construction of the Valley View Grade Separation. This project represents an \$80,000,000 investment by the City, State and the Federal government. Based on the information available, we believe this project would be significantly impacted by the HST, thereby undermining not only the expenditure of tax-payer funds, but also the functionality and appearance of the improvements to be constructed. Should changes be needed, the City believes such changes should be approved by the City in advance and fully covered by the funding plan for the HST. We also want to point out that the Valley View Grade Separation is one of seven grade separations that are being planned within a 14.7-mile portion of the BNSF corridor which would be impacted by the HST.

Joseph D. Senano, Sr., Mayor • Ronald S. Korman, Mayor Pro Tem  
City Council  
Louie Gonzalez • Betty Piquero • Gustavo E. Velasco  
City Manager  
Frederick W. Lashroff

In 2009 the State will begin construction of the I-5/Carmenita Interchange. This is a \$300,000,000 project and represents the first stage of freeway improvements to be completed along the I-5 between the Orange/Los Angeles County boundary and Route 605 during the next ten years. The City has been actively involved in the planning of this project and would be opposed to any alignment of the HST that adversely impacts either the schedule or configuration of this project.

We are concerned about the speed of the trains traveling in the urban areas. It is our understanding that the trains will travel approximately 125 miles-per-hour to 150 miles-per-hour. We are concerned that these speeds may not be achievable considering the existing conditions of the horizontal alignment in the BNSF corridor. In order to obtain the speeds listed above, straight lengths of track are necessary. Since the existing alignment of the track is not straight, but consists of curves and bends that do not meet the minimum design standards to achieve those speeds, we question the actual speeds and travel times desired.

As previously stated above, the State expects to begin construction on the Interstate 5 widening project in 2009. It appears that one alternative is to have the HST run parallel to the I-5 Freeway. In order for this alternative to be feasible, the horizontal alignment must consider the ultimate width of the I-5 after the widening, as well as future widening.

Over the past six years, the City of Santa Fe Springs has been coordinating and working with Caltrans Division of Rail and the BNSF Railroad on plans to construct a third main track within this corridor to serve commuter train and freight operations. Based on our alignment study for this project, it is evident to us that substantial right-of-way would be required to install a fourth track within this corridor. Furthermore, in order to meet high speed train design standards, additional right-of-way beyond just accommodating a fourth track would be needed. The property acquisition will have a significant effect on land-use compatibility and will raise property and environmental justice issues from residents being displaced.

Due to the close proximity of the HST to the residential areas, it is anticipated that there will be a significant increase in noise due to the installation of the fourth track. A noise analysis should be conducted to identify areas where mitigation measures will be needed, specifically in residential areas.

Whether an elevated track or trench track is proposed, we are concerned about the aesthetics of the project. The proposed HST improvements will cause significant changes in the visual landscape along the corridor in its ultimate location. We are requesting that the visual impacts be identified and addressed accordingly. Specifically, we have concerns with the aesthetics regarding the number and spacing of the overhead electric poles providing power for the HST. Our policy is to underground as many new utilities as possible; however we understand the need for the overhead electrical poles in this instance. We are requesting that measures be taken to minimize the "soldier" look of the overhead poles within the corridor.

We have assumed that separate power substations will be constructed to serve the HST. Therefore, the HST will not cause existing power substations to be upgraded and that costs for these substations will be included in the HST budget.

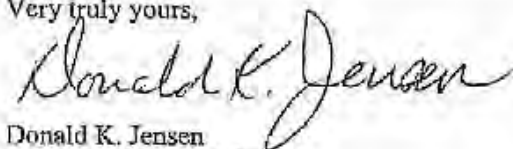
It is our understanding that a Transit Hub/Station is proposed in the Southeast Los Angeles County/Gateway Cities region. According to the Final Program EIR/EIS, the existing Norwalk/Santa Fe Springs Metrolink Station is the site being proposed. Unfortunately, the existing configuration of this location cannot support the parking required to serve the HST, nor is it feasible for this location to support the straight length of track necessary to accommodate the HST. We suggest that more detail be provided on the feasibility of this location as a Hub/Station and recommend that alternative sites within the region be studied. We are open and look forward to working with the California High Speed Rail Authority on selecting other locations within the City of Santa Fe Springs which are more feasible.

Of major concern is the overall funding and cost of the HST. We are concerned that lack of funding sources may potentially cause local funding to be affected.

We respectfully request that these locally significant issues be addressed in the Project-level EIR/EIS. We appreciate the opportunity to provide these comments and look forward to your responses to our comments.

If you have any questions, please contact Noe Negrete of this office at (562) 868-0511, ext. 7611.

Very truly yours,



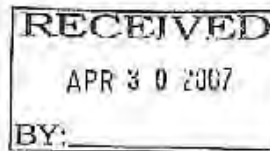
Donald K. Jensen  
Director of Public Works

DKJ/nn/mc

cc: Frederick W. Latham, City Manager  
Robert G. Orpin, Director of Planning and Development



Community Development Department



## City of Tustin

300 Centennial Way  
Tustin, CA 92780  
714.573.3100

April 27, 2007

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**SUBJECT: REVIEW OF NOP/NOI FOR PHASE I OF THE ORANGE COUNTY  
SEGMENT OF THE CALIFORNIA HIGH SPEED RAIL PROJECT**

Dear Mr. Leavitt:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to Orange County segment of the proposed California High Speed Rail project. The Los Angeles to Orange County segment is proposed to travel along the existing Los Angeles-San Diego Rail corridor (LOSSAN) between Los Angeles Union Station and the Anaheim Regional Transportation Intermodal Center.

According to the NOP, the segment from Anaheim to Irvine (called Phase 2) will be evaluated in a future environmental document. Although the City of Tustin intends to provide comments on the environmental analysis for Phase 2 at the appropriate time, we would at this time like to express our concerns regarding the proposed Orange County alignment.

The City of Tustin has expressed its opposition to high speed rail through Tustin in letters to the High Speed Rail Authority dated June 1, July 1, and July 19, 1999, and September 24, 2001. The City of Tustin remains concerned that the proposed High Speed Train (HST) system will have significant and unavoidable adverse noise, vibration, safety, aesthetic and traffic impacts on adjacent properties within the City of Tustin. The burden of these impacts on existing residential areas of our community outweighs any potential benefits to our community.

We continue to support the inland Interstate 15 corridor in lieu of the Orange County route to Irvine, as recommended in the California High-Speed Rail Commission's Summary Report and Action Plan dated December 1996. As stated in the 1996 report, the LOSSAN corridor appears to be best suited for incremental improvements to existing conventional rail service.



High Speed Rail Authority  
NOP/NOI Comments  
April 27, 2007  
Page 2

Thank you again for the opportunity to provide comments on the NOP/NOI. The City of Tustin would appreciate receiving notification of the Draft EIR/EIS document when it becomes available.

If you have any questions regarding the City's comments, please call me at (714) 573-3016.

Sincerely,



Scott Reekstin  
Senior Planner

cc: Tim Serlet  
Elizabeth Binsack  
Dana Kasdan  
Doug Anderson  
Terry Lutz

SR:Rail/High Speed Train NOP April 2007 Letter.doc



COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

*"Creating Community Through People, Parks and Programs"*

Russ Guiney, Director

April 30, 2007

Sent via email

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
Los Angeles – Orange Segment  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

**NOTICE OF PREPARATION OF A PROJECT LEVEL  
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT  
(EIR/EIS) FOR A LOS ANGELES (UNION STATION) TO ORANGE COUNTY  
(ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER [ARTIC])  
HIGH-SPEED TRAIN SYSTEM, PRIMARILY ALONG THE LOSSAN RAIL CORRIDOR**

The Notice of Preparation (NOP) for an EIR/EIS for a Los Angeles to Orange County segment of the California High-Speed Train System has been reviewed for potential impact on the facilities of this Department. Construction of the project as described in the Notice of Preparation may impact facilities under the jurisdiction of this Department for which we offer the following comments.

- The project may impact County Trails:

#2-Proposed Los Angeles River Trail  
#5-Rio Hondo River Trail  
#8-San Gabriel River Trail

Copies of the County Trails Brochure are enclosed. For specific trail inquiries please contact Robert Ettleman, Department Trails Coordinator, at (213) 351-5134 or [rettleman@parks.lacounty.gov](mailto:rettleman@parks.lacounty.gov).

- In reference to Figure B, the proposed alignments would be in close proximity to the following park facilities:

Sorenson Park  
11419 Rosehedge Drive  
Whittier, CA 90606-1927

Mr. Leavitt  
April 30, 2007  
Page 2

Amelia Mayberry Park  
13201 East Meyer Road  
Whittier, CA 90605-3524

La Mirada Golf Course  
15501 East Alicante Road  
La Mirada, CA 90638

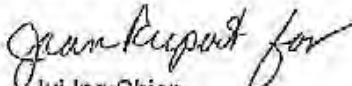
La Mirada Community Regional Park  
13701 South Adelfa Avenue  
La Mirada, CA 90638-3104

The proposed rail may also create a physical barrier to the public's accessibility to the parks. Under-grounding of the proposed alignment through or adjacent to these facilities should be considered.

- Construction of the project would create noise and air quality impacts to park patrons.
- Operation of the project may produce on-going noise impacts.

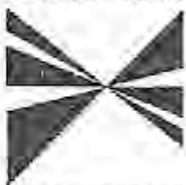
Thank you for including the Department in the review of the NOP. If I may be of further assistance, please contact me at (213) 351-5129 or [ichien@parks.lacounty.gov](mailto:ichien@parks.lacounty.gov).

Sincerely,

  
Jui Ing Chien  
Park Planner

C: Frank Gonzales, Deputy Director, East Agency  
Joe Mendoza, Deputy Director, South Agency  
Hayden Sohm, Deputy Director, Regional Facilities Agency

SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

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Los Angeles, California

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(213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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May 1, 2007

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

First, I would like to offer congratulations to the California High-Speed Rail Authority in advancing your project to the EIR/EIS stage for the Los Angeles to Orange County corridor. Your project is of great significance to the southern California region.

The comments listed below are in addition to the recent comments sent to you by SCAG in an intergovernmental review letter dated April 24, 2007. The proposed "No-Action" alternative cited in your document represents the region's transportation system as it would exist after completion of programs or projects currently planned for funding and implementation by 2030. It should be noted that while it is labeled the "No-Action" alternative, it is essentially the "Baseline" alternative because it includes all programs in the region that are in the pipeline to be funded and built. Please note this "No-Action" alternative as the "Baseline" alternative in future references.

As a Regional Planning agency, SCAG supports any high-speed rail project that is consistent with, and coordinated with the planned regional transportation projects and programs for the southern California region. Thus, it is our recommendation that any planning for a statewide high-speed train system should include linkages between the CHSRA system and other systems, including a SCAG Maglev/high-speed rail system. This interconnectivity between systems will be stressed in the 2007 RTP due out in December of this year.

SCAG is interested in working with CHSRA and providing you with data from our 2004 Regional Transportation Plan, which is the most recently adopted RTP for the region. Please feel free to contact me with any additional questions or comments at 213 236-1819 or via email at [marcus@scag.ca.gov](mailto:marcus@scag.ca.gov). We look forward to working with you and CHSRA staff in the future as this project continues to move forward.

Sincerely,

Richard J. Marcus  
Manager, Maglev/High-Speed Rail Program

cc: Jacob Lieb, SCAG  
#135190 v1

San Bernardino County: Gary Smith, San Bernardino County; Lawrence Dale, Ontario

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**Transcript of Verbal Comments**  
**City of Norwalk**





1                   LOS ANGELES TO ORANGE COUNTY HIGH-SPEED  
2                   TRAIN PROJECT-LEVEL EIR/EIS  
3                   PUBLIC SCOPING MEETING  
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15                   VERBATIM TRANSCRIPT OF  
16                   PUBLIC SCOPING MEETING  
17                   Thursday, April 12, 2007  
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23   REPORTED BY:  
24   Katherine Jones  
25   CSR No. 10097

1                   LOS ANGELES TO ORANGE COUNTY HIGH-SPEED  
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3                   PUBLIC SCOPING MEETING  
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17           Public Scoping Meeting taken on behalf of the  
18 California High-Speed Rail Authority at 13000 Clarkdale  
19 Avenue, Norwalk, California, at 3:45 p.m., Thursday, April  
20 12, 2007, before Katherine Jones, a Certified Shorthand  
21 Reporter, License No. 10097, within the County of Los  
22 Angeles, State of California.  
23  
24  
25

1

## 2 APPEARANCES:

3 Jen Labrado, Consensus Planning Group

4 Dan Leavitt, California High-Speed Rail Authority

5 Brewerton H. Clarke, Jr., PE, Senior Vice President Rail  
Infrastructure, STV Incorporated

6

## 7 PRESENT:

8 Cheri Kelley, City of Norwalk

9 Yeghig Keshishian, Congressman Ed Royce's office

10

## 11 PUBLIC COMMENTS:

12 Ivo Lazzeroni

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1 Thursday, April 12, 2007; 3:45 p.m.

2 Norwalk, California

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4 \* \* \*

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6 MS. LABRADO: Hello everyone. We're going to gets  
7 started with a short video, and then we'll go into the  
8 presentation.

9 Before we get started, I wanted to introduce Cheri  
10 Kelley, who is with the City of Norwalk, and also Yeghig  
11 Keshishian from Congressman Ed Royce's office.

12 And with that, we're going to go to the video.

13 (California High-Speed Rail Video shown)

14 MR. LEAVITT: I'm Dan Leavitt. I'm going to say a  
15 few words about our agency, and I'll intrduce Brewerton  
16 Clarke. Those of you who aren't familiar with us, we are a  
17 State agency. We are a sole-purpose agency with all powers  
18 needed to oversee construction and operation of the  
19 state-wide, high-speed train system.

20 We are Governed by a board of nine members, five  
21 appointed by the Governor, four by the legislature. We have  
22 a small staff, a handful of staff, literally. And most of  
23 our work is contracted out to the private sector. Currently  
24 we've had eight different consulting teams working for us to  
25 get through this next step in the course of implementing



1 California. Brewerton Clarke, project manager of the  
2 segment between L.A. and Orange County and leading this  
3 environmental study in an effort to get the environmental  
4 process done. With that, I'll introduce Bruce Clarke.

5 MR. CLARKE: Thank you, very much, Dan.

6 We are in the beginning of the second phase of an  
7 environmental study. The programmatic environmental study  
8 at state-wide program to determine, approximately, where the  
9 roots are of the the service, type of equipment, and address  
10 the many environmental issues. What we are going to do  
11 right now is called a "project specific." We will be  
12 looking at all the details of the alignment and the location  
13 for stations between Los Angeles Union Station and Orange  
14 County. Our initial study will go to Anaheim and we will  
15 look further to see if the system should go on to Irvine.

16 Part of the process is the scoping. The scoping  
17 is, basically, setting our scope of work. What are we going  
18 to be doing? And to do that, we ask the public for their  
19 input. What do you want us to look at within the  
20 environment of what we are doing this this project? We're  
21 going to address a whole series of environmental issues. We  
22 solicit your comments, that's why we are here this  
23 afternoon, to get your comments on what we should be doing.

24 The program mentioned is a state-wide program.  
25 The high-speed rail -- although we talk about a 20-minute

1 run time between Anaheim and Los Angeles, and 11 minutes  
2 from Norwalk to Los Angeles, it truly is a connection to a  
3 state-wide inter-city station. You can take a train from  
4 Anaheim or Norwalk, and it will be a through train which may  
5 go to Sacramento or San Francisco. It's a State-wide  
6 system.

7           The environmental process is handled in two  
8 levels: The state agency which handles the state's -- CEQA  
9 the California Environmental Quality Act is the authority,  
10 the high-speed rail authority. They're partnered with the  
11 Federal Railroad Administration of the U.S. Department of  
12 Transportation to do the national environmental policy,  
13 which is called NEPA.

14          The high-speed rail technology has been determined. It  
15 will be steel-wheel, steel-rail. Steel wheels on steel  
16 rails electrically powered from overhead power. It's  
17 consistent with what is used in the developed nation  
18 countries and throughout Europe in their high-speed program.  
19 It will be a double-track system, it will be totally  
20 separated.

21          There will be no highway crossings of the high-speed  
22 rail system. It will be totally independent and it will be  
23 secured right away. And in the area where you have wildlife  
24 that was mentioned in the video, there will be wildlife  
25 separations.

1           The particular section that we're examining right now  
2   through this area is called the "LOSSAN corridor," the Los  
3   Angeles to San Diego inter-city corridor. It's where  
4   Metrolink and Amtrak Surfliner trains operate in this area.  
5   The area from Union Station to Fullerton is on a shared  
6   right-of-way with the Burlington Northern Santa Fe, which  
7   presently operates a tremendous amount of freight in there.  
8   Our project will build one additional track in that  
9   right-of-way.

10          We will separate the passenger service from the freight  
11   service. Two tracks will be dedicated to freight, and two  
12   to passengers. High-speed rail, the Metrolink inter-city  
13   rail, and the Amtrak Surfliner service. Those will operate  
14   on a separate track controlled by them.

15          There's tremendous benefit to this because it reduces  
16   the interference of the freight trains and passenger trains.  
17   They don't operate at nearly the same speeds; they don't  
18   coexist well. So the high-speed rail will not only help put  
19   in the inter-city transportation system; it will aid  
20   Metrolink and Amtrak service by improving the operation.

21          Again, any grade crossing on the system that exists on  
22   this particular line will be grade-separated. And where  
23   feasible, we're going to take the freight tracks with us.  
24   So if we have to grade separate high-speed rail, we will try  
25   and have the freight be grade separated at the same time.

1 Since we'll be parallel to them.

2 Our work, basically, takes the work that has been done  
3 for the last three or four years in the system-wide  
4 environmental station, and starts to go down and look at  
5 local issues. And basically, we have been meeting with  
6 local officials here, to bring them up to speed on what  
7 we're doing. And we keep talking with people in the  
8 corridor as we go through this to get the input, get the  
9 issues settled as we do this project.

10 These are some of the issues that we're going to talk  
11 about. These are the ones that are generally listed in a  
12 California CEQA rules and the NEPA rules. These are  
13 something we have to look at.

14 There are other things that will come to play. And we  
15 want to hear if you have a specific issue that you feel  
16 needs to be addressed. We want to try and address that in  
17 our program. So that's why we're asking you for your  
18 comments.

19 The program like any environmental issue has a no-build  
20 program. I'm going to editorialize on this one a little bit  
21 because I don't believe that if the growth of this State is  
22 what they're staying it is, what the projections are, that  
23 there is such a thing as no-build. We can't -- we won't be  
24 able to move if we don't have more transportation systems.  
25 And the high-speed rail is, in my mind, is a better way of

1 going than building more highways and more airports.

2 The other issues that become very important, and it's  
3 important right here in Norwalk, is station access. What  
4 happens when we have the station here? Now, our system is  
5 designed to coexist with the Metrolink and other rail  
6 services. That is, if you were in Buena Park, you could  
7 take a Metrolink train from Buena Park to Norwalk and change  
8 to a high-speed rail at that time. We'll be in the same  
9 corridor operating the same thing. We're trying to come up  
10 with a system that really integrates the transportation  
11 system and doesn't cause the additional problems.

12 But we will be addressing all these issues that have to  
13 do with the environment of stations in a community. We'll  
14 also be looking at the right-of-way. We're trying to use,  
15 as much as possible, the existing right-of-way. There will  
16 be times where we have to go off the existing railroad  
17 right-of-way, we're trying to stay within that and reduce  
18 the impact in the communities.

19 I think one of the most important things is safety.  
20 Now, the high-speed rail had a tremendous safety record. We  
21 want to upgrade that safety record to include our neighbors  
22 in this program; that is, a freight and the other passenger  
23 service so we can have a very safe operation here.

24 The program is just getting started and really are  
25 looking for, really, help from people to address the issues



1 that we have in trying to move through this program. Our  
2 schedule is fairly tight. We plan to have the environmental  
3 impact project done in three years. And at that time, we'll  
4 have what we call a "record of decision." But it's  
5 basically -- that will allow us to start the final  
6 engineering, and within a short period of time after that,  
7 two, three years, we'll be able to do certain construction  
8 projects.

9 One of the things the authority will be examining all  
10 the projects going on, all the studies are going on, is  
11 where can we do projects early on that will provide a  
12 benefit to the community? This corridor has that kind of  
13 ability. Because we can help existing rail passenger  
14 service before we start our high-speed rail service. It's  
15 very important that we get the program together really fast.

16 Again, that's what we're doing tonight -- today, and  
17 that's where we stand. We are seeking your comments and we  
18 do have a comment period that goes through April 24th for  
19 the scoping. And we'd like to hear from you during that  
20 period. We have a court reporter back there if you want to  
21 dictate your information or fill out the cards.

22 We thank you, very much.

23 PUBLIC COMMENTS

24 IVO LAZZERONI: I hope that they will think, not  
25 only big, but bigger in future improvement in technology.

1 When railroads were first built and developed, no thought  
2 was given to what future improvements might be. I recommend  
3 that the 4-foot-8-1/2 gauge not be considered, that you  
4 consider 5-foot-6 or 6 feet, or whatever. In other words,  
5 develop a railroad from the beginning rather than adopting  
6 current standards.

7 I also recommend avoiding magnetic levitation,  
8 which will be extremely expensive and, I think, at this  
9 time, rather doubtful of being successful.

10 (Meeting concluded at 5:00 p.m.)

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**Transcript of Verbal Comments**  
**Metropolitan Transportation Authority Building**  
**City of Los Angeles**

1 CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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9 SCOPING MEETING

10 LOS ANGELES COUNTY METRO HEADQUARTERS

11 ONE GATEWAY PLAZA

12 LOS ANGELES, CALIFORNIA

13 APRIL 5, 2007

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24 FILE NO. PO7915

25 REPORTED BY DEBRA L. PRESUTTI



1 LOS ANGELES, CALIFORNIA

2 THURSDAY, APRIL 5, 2007, 3:43 P.M.

3

4 Mr. Leavitt: My name is Dan Leavitt. I'm Deputy  
5 Director with the California High-Speed Rail Authority.  
6 I'd like to introduce a couple of representatives from  
7 some of your elected officials. We have Dan Farkas,  
8 Senior Assistant with State Senator Gilbert Cedillo, 22nd  
9 District, is here. We also have Alana Yanez, who is Field  
10 Representative for Assembly Member Kevin de Leon. So  
11 thank you for being here tonight.

12 And on our staff we also have our other Deputy  
13 Director Carrie Pourvahidi who is here.

14 We, as the High-Speed Rail Authority, we  
15 represent a board of nine members; five of which are  
16 appointed by the governor, four by the legislature. They  
17 are the decision makers for overseeing the implementation  
18 and the operation of the statewide high-speed train  
19 system. We, as a state agency, are a bit unique. We're a  
20 small agency that does most of our work through  
21 contracting out to the private sector.

22 And I'm about to turn the presentation over to  
23 Brew Clarke, who is the Project Manager for the L.A. to  
24 Orange County portion.

25 This scoping meeting is actually a joint scoping

1 meeting between the L.A. to Orange County segment, between  
2 L.A. and Anaheim. And, also, between L.A. and Palmdale,  
3 we also have a scoping team for that segment as well, who  
4 is also here today for this scoping session.

5 With that I'd like to turn over to Brew. But  
6 before I do so, I'd like to say that the main purpose of  
7 today's meeting is to get comments from you. This process  
8 is just beginning the way for the detailed environmental  
9 work, the detailed engineering that's needed to get  
10 environmental clearance to actually build the system in  
11 California. And so today the purpose of this meeting is  
12 just to hear from you what you'd like to have investigated  
13 through this environmental process.

14 Thank you.

15 Mr. Clarke: Thank you very much, Dan.

16 As Dan stated, we're in the process of starting  
17 the project-specific environmental impact study and report  
18 for this project. The programmatic project has been taken  
19 to the point of determining the routes that you saw, the  
20 technology, and some of the global issues. Now we're  
21 going to start looking at site-specific issues that  
22 happen.

23 The scoping process is part of the state and the  
24 federal process of establishing an environmental impact  
25 study. At this point in time, what we're doing is we're

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1 soliciting from the public and from political officials  
2 comments and direction on what we should be looking at;  
3 what is the scope of our study and what we should be  
4 studying. We will not -- this will not be a public  
5 meeting with public comments, but we do encourage you to  
6 fill out the forms that you received when you arrived for  
7 comments or speak to the court reporter if you you'd like  
8 to put something on the record for the project.

9           The project, again, as you saw, is a statewide  
10 project. The intent of high-speed rail is not to replace  
11 your existing local services, it is to connect those  
12 between the major metropolitan areas in the state of  
13 California; to connect San Diego and Los Angeles and the  
14 communities in the San Joaquin Valley as well as San  
15 Francisco, Oakland, San Jose, and Sacramento.

16           The benefits and the issues of this are very  
17 important, very significant. As you can see, the state is  
18 growing quickly; it's growing quickly. And we need to  
19 have transportation facilities to keep this state mobile.  
20 The alternatives to this were mentioned -- more highways,  
21 more airports. These are not the environmentally friendly  
22 solution to the problem.

23           High-speed rail is electrified; it receives its  
24 power from a wire. The power generated for that can be  
25 environmentally sensitive, but, even if it has to be

1 generated from fossil fuels, those facilities can be much  
2 better controlled than you can a vehicle which is  
3 operating off of a diesel engine.

4           There's two issues here and the lead agencies.  
5 There is the state CEQA documents that we're filing, and  
6 the High-Speed Rail Authority is the lead agency for that.  
7 On the federal basis, it's the National Environmental  
8 Policy Act, NEPA, and the lead agency for that is the  
9 Federal Railroad Administration of the U.S. Department of  
10 Transportation.

11           The purpose, again, is to connect the cities of  
12 the state, the metropolitan areas, and to deliver a  
13 reliable transportation in the state. I don't know how  
14 many of you have ever planned to go to a meeting and tried  
15 to get there and the airport was jammed, the flights were  
16 behind, the highway was jammed, the buses couldn't get  
17 through. It happens. This kind of system is to try and  
18 relieve those kinds of issues and make the state flow so  
19 much better. There are many other issues that happen, and  
20 we feel that the high-speed rail can contribute to  
21 correcting a lot of the problems with the existing  
22 systems.

23           We have done some significant studies and some  
24 very sophisticated studies of ridership and the projected

25 ridership which will happen in the state. Taking a

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1 serious look at the airplane traffic and the highway  
2 traffic, there's projected to be up to or more than 100  
3 million passengers a year using this high-speed rail  
4 system.

5 This generates a tremendous amount of revenue.  
6 The revenues for this -- the costs for this are determined  
7 based on what, say, an airfare would be. That is, 50  
8 percent of an airfare is what the agency used to determine  
9 its revenue. And, even so, it is a great generator of  
10 money. It pays for itself. It pays for some of its  
11 construction. So this project is really viable to the  
12 state.

13 It will reduce accidents on highways. It will  
14 reduce other conditions because people will be in a  
15 controlled environment, in a very safe environment. The  
16 high-speed rail systems of this world are very well known  
17 in Europe and in Asia, and they are rated as the safest  
18 means of transportation in the world.

19 The alternatives are just not that good. More  
20 highways. How many lanes can we put on I-5? How wide can  
21 we make the Hollywood Freeway? We can't. We have a  
22 problem. And a lot of the traffic here is intercity; so  
23 this system will help relieve that and give an alternate  
24 to that.



25 Again, it said in the video that the growth of

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1 the state is there and it's growing fast; a 30 percent  
2 increase in population. By 2050 up to 55 million people  
3 in this state, in this state alone. My goodness, it  
4 wasn't many years ago that the whole United States was  
5 only 200 million people; that's 50 states.

6 The projected travel. I mean, automobile  
7 traffic is growing by leaps and bounds. Fifty percent  
8 increase if we don't do something different. We need to  
9 have an auto alternative, and high-speed rail is what is  
10 proposed as the state-of-the-art technology that will do  
11 this.

12 This is steel rail, and steel rail is  
13 electrified. It's systems that are working well within  
14 the present industrialized world. And we're talking a  
15 speed -- when we talk high speed, it's not very fast;  
16 we're talking about 220 miles an hour. That seems a  
17 fairly fast rate compared to what is existing elsewhere.  
18 But did you understand, in France just this week, they ran  
19 a train at 347 miles an hour? So the ability of the  
20 system to do that is there.

21 I want to talk specifically about my segment.  
22 My segment that I'm studying, that my team is studying, is  
23 from Los Angeles Union Station, right outside this

24 building, to Anaheim with a possible extension to Irvine,  
25 California in Orange County. This segment will be using

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1 the existing railroad lines that exist there where the  
2 coaster service, the intercity passenger service to San  
3 Diego operates, and that can be a link to get a rail  
4 service operating into Orange County. We'll coexist on  
5 the tracks with the present passenger service. We will be  
6 electrified although the other services may not.

7 The conditions we have to address are the  
8 freight movement on the corridor from Redondo junction to  
9 Fullerton is part of our major goods movement and freight  
10 movement program in California. On that we're proposing  
11 to build two tracks or, actually, build one additional  
12 track, but build two tracks for dedicated passenger  
13 service -- Metrolink, Amtrak, and high-speed rail -- and  
14 two tracks for the existing freight service from the ports  
15 of L.A. and Long Beach.

16 This will reduce a tremendous amount of conflict  
17 which presently exists in this corridor for passenger  
18 service. That is, the freight service is delaying the  
19 passenger service and the passenger service is barring the  
20 freight service. Each function will have its own area to  
21 operate and, therefore, improve both services.

22 The L.A. to Palmdale service is a dedicated  
23 railroad line. It will be a two-track line operating from

24 Union Station to Burbank, Sylmar, Santa Clarita to  
25 Palmdale where it connects to the rest of the system

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1 heading north. This will be high-speed rail only. In  
2 this corridor speeds will be able to reach up into the 150  
3 mile an hour range on the trip to Palmdale.

4 One thing about the airport service in L.A.,  
5 Palmdale Airport is part of the L.A. airport system. It  
6 has not been able to function well because of the access  
7 to it. Right now it takes you 45 minutes to an hour to  
8 get to LAX to catch a plane. You can go from L.A. Union  
9 Station on a high-speed train to Palmdale in 26, 27  
10 minutes. And to cut to the point, that's quicker than  
11 going to the local airport right here in the city. And  
12 it's an airport which has the room to expand.

13 The project that we're working with is not new.  
14 The High-Speed Rail Authority has been in existence for 11  
15 years. We have the programmatic environmental impact  
16 statement approved. We will be tearing off of it. There  
17 are some issues that were not addressed in that document  
18 because that document was looking at more global things.  
19 We are addressing site-specific items on this and will  
20 answer all the questions that will be generated on this  
21 project.

22 What we're looking for today from you and from

23 other people is what is our scope of work, what should we  
24 be looking at. And, if you have issues, we need to have  
25 those put into the record so that they're part of our

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1 environmental study.

2 This is just a group of the various items that  
3 will be studied. There probably will be some that are not  
4 on this list that we're going to look at. We are talking  
5 about impacts on freight operations which is not listed  
6 here and other items like that. So this is just the basic  
7 list that is required by the documents, but there are many  
8 other things that we will be looking at.

9 Any environmental project has to have  
10 alternatives, and we have two. One is the no-build and  
11 one is the high-speed rail. I don't believe that there is  
12 such a thing in a no-build alternative for a growth in  
13 this state like we see. So there has to be something, but  
14 we cannot define that, and we will not define that. So  
15 we'll only take a look at what would be the impact if  
16 nothing was done in this state. And it could be  
17 significant.

18 The key issues right now with communities. Some  
19 of the communities we're going through do not have a  
20 high-speed rail service through them. The trains only go  
21 through. What's the impact? We're going to try to  
22 address what the impacts in those cities are.

23 There are certain issues that will help many cities. A  
24 lot of them will get grade separations. When the  
25 high-speed rail and the adjacent railroads are there and

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1 it's deemed feasible to grade separate both of them, we  
2 will do that.

3 The power supply, of course, for the system and  
4 the energy requirements have to be identified -- where are  
5 we getting our power from? -- because there's a tremendous  
6 demand for power in the state.

7 We are trying to work as much as possible within  
8 existing rights-of-way both highway and rail to preserve  
9 the land in the state, but there will be places where we  
10 will not be able to stay in the existing right-of-way and  
11 have to buy land.

12 Safety and security. Now, I did say that  
13 high-speed rail is right now the safest form of  
14 transportation in the world. It has the lowest -- it  
15 hasn't had a death. It has the lowest accident rate of  
16 any form of transportation. So we're very informed about  
17 that.

18 And one of the things you saw was station  
19 development. Around the stations we are encouraging --  
20 and we saw what was proposed in Anaheim -- a development,  
21 a higher-density development. Because in that location



22 they will have other means of transportation so people can  
23 live in closer environments, with business and residential  
24 and commercial in a nice developed area. So these  
25 projects will encourage that, particularly in smaller

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1 communities. But even here in L.A., it will have a major  
2 effect on the city.

3 The outcome of this is to define the actual  
4 construction, preliminary engineering; determine what is  
5 needed to build these high-speed trains on each corridor,  
6 the impacts and the mitigations for those to be able to  
7 build these projects, and to come to what is called a  
8 record of decision of what is going to be built and  
9 proceed with construction.

10 Our schedule for both the Palmdale-L.A. corridor  
11 and the L.A. to Orange County corridor is a three-year  
12 program to get through the environmental, to get the  
13 preliminary engineering done. At that point in time,  
14 we'll be able to, hopefully, start the move into  
15 construction.

16 Okay, that is our presentation.

17 We do look for comments from you. The comments  
18 on the L.A. to Palmdale, the comment period ends on the  
19 24th of April; on the L.A. to Orange County, it ends on  
20 the 27th of April. We will not take questions tonight.  
21 This is a scoping meeting. Please put your comments to

22 the court reporter or write them down outside.

23 Unidentified Speaker: If I have questions as to what  
24 you're proposing, who should I address them to?

25 Mr. Clarke: If there's something you want to discuss

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1 out in the open with everyone walking around just for  
2 information, that's fine.

3 Unidentified Speaker: I just heard there were no bad  
4 questions. Maybe I'll share them, that's fine.

5 Mr. Clarke: Okay.

6 Again, thank you very much for coming tonight.

7 (Whereupon, at 4:00 p.m., the 3:30 p.m.  
8 presentation was concluded.)

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LOS ANGELES, CALIFORNIA

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1 THURSDAY, APRIL 5, 2007, 6:40 P.M.

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3 Mr. Leavitt: Good evening. My name is Dan Leavitt,  
4 Deputy Director with the High-Speed Rail Authority. We've  
5 got a brief presentation for you. But before we do that,  
6 we'd first like to share this ten-minute video with you  
7 that we put together to help explain the Authority's  
8 statewide train program. So I'd like to start with that  
9 first.

10 (Whereupon, at 6:41 p.m., a video  
11 presentation was displayed.)

12 First of all, thank you all for coming tonight.  
13 I would like to introduce a couple members representing  
14 elected officials. Jim Bickhart is here from the Mayor of  
15 Los Angeles Tony Villaraigosa's office. And we also have  
16 Richard Schneider, who is Council member of the City of  
17 South Pasadena. Thank you for being here.

18 From our staff, the High-Speed Rail Authority,  
19 we also have Carrie Pourvahidi, the other Deputy Director.  
20 And for those of you who aren't familiar with our agency,

21 we are a state agency that has all the power to oversee  
22 construction and operation of the statewide high-speed  
23 train system. We're governed by a board of nine members  
24 who are the decision makers; five have been appointed by  
25 the governor, four by the legislature.

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1 We're a very unique state agency. We have a  
2 very small staff. Most of our work that is done through  
3 this process is done through contracting out to the  
4 private sector, and in addition, the construction of the  
5 system and operations will be done through public-private  
6 partnerships.

7 And what I'm going to do now is turn the  
8 presentation over to our lead for the L.A. to Orange  
9 County segment who's going to run you through a PowerPoint  
10 presentation. But before I do so I want to note that  
11 these scoping meetings we're holding right now for the  
12 next two weeks are the beginning of these environmental  
13 processes. And really the purpose here tonight is to get  
14 your comments of what you'd like to see investigated over  
15 the next couple of years.

16 Mr. Brew Clarke.

17 Mr. Clarke: Thank you, Dan.

18 The program, the high-speed rail program, has  
19 had a programmatic environmental impact statement. You

20 saw the routes and the areas that will be served. What  
21 we're starting right now is the detailed environmental  
22 impact studies on certain corridors where we can get down  
23 and start working with the specific areas and identify  
24 specific problems.

25 The scoping process is part of the NEPA and

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1 CEQA, the California and the national environmental  
2 programs, and it is where the public has a chance, an  
3 opportunity, to provide us comments on what they would  
4 like to see done in this program. We have it set up so  
5 you've been handed a comment notice when you came in. You  
6 can write your comments down. We have a court reporter if  
7 you'd like to give your comments to her. We will not have  
8 any public comments made at this presentation.

9 The high-speed rail corridor is an intercity  
10 rail system connecting the major metropolitan areas of  
11 California. It is not really intended as a commuter rail.  
12 It will connect the commuter rail. It will connect with  
13 the Metrolink system here in Southern California, the  
14 Caltrains system in Northern California, and other public  
15 transit agencies. The idea is to give us mobility between  
16 our metropolitan areas.

17 The program is driven to reduce travel times.  
18 As just pointed out, two-and-a-half hours between Los  
19 Angeles and San Francisco. You can fly it wheels up to



20 wheels down in about 55 minutes. But if you've been to an  
21 airport lately, you know there's a lot more time taken in  
22 flying than the time in the airplane.

23 The other improvements will help freight in the  
24 areas where we can help eliminate grade crossings to  
25 improve the freight flow. One of the major issues that

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1 we're facing in the California area, and particularly here  
2 in Southern California, is goods movement; it's a major  
3 issue. The agencies in this area have already brought up  
4 that subject to us, and we have that on our docket of  
5 things that need to be examined. We're taking a look at  
6 all of the opportunities for local investment in  
7 facilities and around our stations.

8 Now, in any environmental program, we have a  
9 state and a federal agency. The state agency is the  
10 High-Speed Rail Authority, which Dan and Carrie are  
11 members of. They will manage the CEQA, the California  
12 Environmental Quality Act requirement. On the federal  
13 level we have the Federal Railroad Administration. It's a  
14 division of the U.S. Department of Transportation. It  
15 will be the lead agency for the National Environmental  
16 Policy Act, NEPA.

17 The system, as I said, connects Northern  
18 California and Southern California. It does not replace

19 your existing urban transportation systems -- your  
20 Metrolinks and your corridor Amtrak trains in this  
21 corridor. It will supplement them and connect to them.

22 It will provide travel times which are  
23 predictable. The schedules will be fixed. And because of  
24 the way the system works, it will be extremely reliable.

25 It will interface with commercial airports. You

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1 will see that we can connect to the urban airports in this  
2 area and improve the Los Angeles mobility.

3 The state is growing as it said. Fifty million  
4 people in the state by 2030. We need to have facilities  
5 to move them, and this is probably the most practical way  
6 of expanding our transportation network in the state.

7 The system is probably one of the most  
8 environmentally sound systems in the world. Again, this  
9 is a steel wheel on steel rail electrified railroad; that  
10 means that all the propulsion is from electricity. Yes,  
11 that electricity has to come from generating stations.  
12 But, again, a ground generating station is much easier to  
13 control its environmental conditions than a gasoline or  
14 diesel engine.

15 It reduces the pressures on natural resources.  
16 A two-track high-speed rail system requires the same  
17 amount of land as a two-lane highway but replaces up to 16  
18 lanes of highway.

19           The growth, again, in the state was stated in  
20   the video. We're up to 55 million by 2030. We need to  
21   have an ability to handle these people. If we don't this  
22   is what happens. (Showing PowerPoint.) The blue towers  
23   are automobile traveling. Look at the number of trips.  
24   We're almost doubling the number of automobile miles used  
25   and trips used in this state, and we do not have the

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1   facilities to support that nor do we have the corridors to  
2   build them in the metropolitan areas.

3           Again, the environmental, programmatic  
4   environmental impact statement picked a state-of-the-art  
5   existing system, services which are used in Europe and in  
6   Asia today. This is not experimenting with something that  
7   may work; this is something that has worked and is proven  
8   as a safe reliable transportation. As a matter of fact,  
9   high-speed rail is the safest intercity rail system that  
10   exists.

11           Specific corridors. I am project manager for  
12   the study from L.A. Union Station to Orange County; that  
13   will go from L.A. to Anaheim with a possible extension to  
14   Irvine. This corridor will be occupying the present  
15   corridor of what is called LOSSAN, the Los Angeles-San  
16   Diego intercity corridor, where train service is provided  
17   by Amtrak, it's coast liners and Surfliners, and by

18 Metrolink and it's commuter trains into Orange County.

19               What we propose to do, what's been proposed in  
20 the environmental programmatic document, is to build a  
21 system of four tracks between Los Angeles and Fullerton,  
22 where two of those tracks will be dedicated to freight  
23 rail, the Burlington Northern Santa Fe's operation; and,  
24 two tracks will be dedicated to passenger service,  
25 high-speed rail, Metrolink, and Amtrak service to San

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1 Diego.

2               With the electrification improvements on this  
3 line, travel times from Anaheim to L.A. Union Station  
4 would be 20 minutes on the express trains, really reducing  
5 the travel times.

6               The other group which is with us tonight is  
7 studying the high-speed rail from L.A. Union Station to  
8 Palmdale. This particular segment will be an independent  
9 railroad built somewhat near or parallel to the existing  
10 Metrolink line to Palmdale-Lancaster. There are several  
11 areas where it needs additional study to define the route.

12              Again, this route will provide a 27-minute  
13 travel time from L.A. Union Station to Palmdale Airport  
14 and Palmdale Transportation Center. I'd like to see you  
15 get to LAX that quick from Union Station.

16              The document starts with the level of work that  
17 was done in the programmatic statewide environmental and

18 starts to consider environmental impacts on site-specific  
19 areas. We will be doing a detailed evaluation of every  
20 improvement that we need to make: Grade separations,  
21 additional tracks, and the impacts on stations and on  
22 community in this area. This is the program that we're  
23 facing and this is the program we're asking you to make  
24 comments on.

25 These are a list of the general environmental

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1 issues that will be addressed. We know that there are  
2 more issues that will come up that will be addressed. As  
3 an example, freight trains and freight movement is not  
4 listed on this list, but it's one of those impacts we're  
5 going to have to examine to make sure that that is  
6 addressed in the L.A. basin and in our corridor.

7 There are always -- in any environmental impact  
8 project there is a no-build. I don't know what you do for  
9 a no-build when you have the growth that we're facing in  
10 this state, but there will be a "what happens if we don't  
11 do this," and that's going to be the no-build study. It  
12 will look at what capital improvements are presently  
13 planned but will not come up with solutions to the  
14 problems. And, of course, the other option is to build a  
15 high-speed rail program.

16 The key issues. Well, basically, the biggest



17 problems we have are access to train stations and that.  
18 And one of the things in our corridor, why we're using the  
19 existing LOSSAN corridor, is to use the connection between  
20 Metrolink and the coaster and the high-speed rail trains  
21 as one conductivity. We're going to try and preserve our  
22 operation as much as possible on existing rights-of-way so  
23 we're not into land purchases and other programs like  
24 that.

25 The program will examine all these issues, and

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1 the final product out of the environmental impact is the  
2 record decision; that is, what is to be built in our  
3 corridor and in all the corridors to make a statewide  
4 high-speed rail program work.

5 The schedule for this work has been  
6 approximately three years. We have started in January of  
7 this year on the work, and we're proceeding through it.  
8 Right now we're into the scoping area, which is the very  
9 beginning of the program. We will be starting to develop  
10 more detailed work and detailed engineering and detailed  
11 environmental analysis over the next two years. And then  
12 we will develop the final product and the record of  
13 decision to determine what this program will be at the  
14 end.

15 I'm sorry. I'm running out of juice here a  
16 little bit.

17           The high-speed rail program. We provide you  
18   some contact information here; it is in the handouts you  
19   have. Again, this is a scoping hearing, and the scoping  
20   meeting does not have public comment made on this record,  
21   but we do solicit from you written comments or dictated  
22   comments on the environmental process and what we should  
23   be looking at in these corridors.

24           Thank you. (Applause.)

25           Mr. Leavitt: We're going to continue on with the

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1   open house. We'll talk informally, and you can make your  
2   comments to the people at the table if you like.

3           (Whereupon, at 7:09 p.m., the 6:30 p.m.

4           presentation was concluded.)

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1 CERTIFICATE  
2 OF  
3 SHORTHAND REPORTER  
4 \*\*\*\*\*  
5

6 I, the undersigned shorthand reporter, in and for the  
7 State of California, do hereby certify:

8  
9 That the foregoing proceedings were taken before me  
10 at the time and place herein set forth;

11  
12 That the foregoing proceedings were recorded  
13 stenographically by me and were thereafter transcribed  
14 under my direction;  
15

16           That the foregoing is a true record of the testimony  
17   and of all comments made at the time of the proceedings.

18

19           In witness thereof, I have hereunto subscribed my  
20   name this           day of           , 2007.

21

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Debra L. Presutti

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**Transcript of Verbal Comments**  
**City of Anaheim**





1                   LOS ANGELES TO ORANGE COUNTY HIGH-SPEED  
2                   TRAIN PROJECT-LEVEL EIR/EIS  
3                   PUBLIC SCOPING MEETING  
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15                   VERBATIM TRANSCRIPT OF  
16                   PUBLIC SCOPING MEETING  
17                   Wednesday, April 11, 2007  
18                   3:40 p.m.  
19  
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21  
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23   REPORTED BY:  
24   Katherine Jones  
25   CSR No. 10097

1                   LOS ANGELES TO ORANGE COUNTY HIGH-SPEED  
2                   TRAIN PROJECT-LEVEL EIR/EIS  
3                   PUBLIC SCOPING MEETING  
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17           Public Scoping Meeting taken on behalf of the  
18 California High-Speed Rail Authority at 201 South Anaheim  
19 Boulevard, Gordon Hoyt Conference Room, Anaheim, California,  
20 at 3:40 p.m., Wednesday, April 11, 2007, before Katherine  
21 Jones, a Certified Shorthand Reporter, License No. 10097,  
22 within the County of Los Angeles, State of California.  
23  
24  
25

1

2 APPEARANCES:

3 Jen Labrado, Consensus Planning Group

4 Dan Leavitt, California High-Speed Rail Authority

5 Brewerton H. Clarke, Jr., PE, Senior Vice President Rail  
6 Infrastructure, STV Incorporated

7 PRESENT:

8 Vic Dominguez, Council Assistant to Lucille Kring

9 Justice O'Hare, for County Supervisor Chris Norby

10 Juan Gonzalez, for County Supervisor Chris Norby

11 Nicholas Romero, for Assemblyman Mike Duvall

12 Jennifer Dudley, for Senator Lou Correa

13 Carlos Lugesha, for Councilman Bob Hernandez

14 Ronny Dyer, for Assemblyman Van Tran

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1 Wednesday, April 11, 2007; 3:40 p.m.

2 Anaheim, California

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6 MS. LABRADO: Good afternoon, and welcome to the  
7 California High-Speed Rail Authority Scoping Meeting for the  
8 Los Angeles and Anaheim segment. My name is Jennifer  
9 Labrado with the Consensus Planning Group. We appreciate  
10 all of you taking time out of your day to join us.

11 And we're going to start with the video, but  
12 before we get to that, I wanted to introduce a couple of  
13 representatives from our local elected officials' offices.  
14 If you'll wave when we call your name, that would be great.

15 Vic Dominguez with Lucille Kring, City of Anaheim.

16 Justice O'Hare from County Supervisor Chris  
17 Norby's office.

18 Juan Gonzales, also from Supervisor Norby's  
19 office.

20 Nicholas Romero from Assemblyman Mike Duvall's  
21 office.

22 And Jennifer Dudley from Senator Lou Correa's  
23 office.

24 Great. And with that, we'll go right into the  
25 video -- I'm sorry one more, Carlos Lugesha from Councilman



1 Bob Hernandez's office.

2 (California High-Speed Rail Video shown)

3 MR. LEAVITT: Good evening. I'm Dan Leavitt with  
4 the California High-Speed Rail Authority. I also want to  
5 thank you for coming to this scoping session.

6 For those of you who aren't familiar with our  
7 agency, we are a State agency. We are the lead agency for  
8 this formal environmental process. We are a unique agency;  
9 the sole purpose for the agency created by the Government  
10 legislature was to oversee construction and operation of a  
11 State-wide, high-speed train system.

12 But we're also unique in that we're very small, a  
13 handful of staff at this point. And most of the work that  
14 we do is contracted out to the private sector. We have a  
15 handful of staff who just recently brought on eight  
16 different large consulting teams to carry out this next  
17 phase of the project. That's how we intend to move forward  
18 through the construction of the system and hopefully the  
19 operation system, as well, as a public and private  
20 partnership.

21 What I'd like to do in just a moment is introduce  
22 Brewerton Clarke, project manager for this effort between  
23 Los Angeles and Anaheim. And he'll give a brief PowerPoint  
24 presentation.

25 I'd like to just say that those of you who aren't

1 familiar with the environmental process, scoping is the key  
2 process of initiating the detail for this. And really, the  
3 main purpose of tonight's meeting is to hear from you about  
4 what you think we ought to be looking at in this detailed  
5 environmental analysis. And we've got people back there to  
6 take written comments, which will become part of the written  
7 record of this document.

8 And with that, I give it to you.

9 MR. CLARKE: Again, this is part of the scoping  
10 process which is part of an environmental impact study. The  
11 video we presented gives you the overview of what high-speed  
12 rail is, what our system is.

13 Right now I have completed the Programmatic  
14 Environmental Impact Statement. What we are doing now so  
15 site-specific to project-oriented analysis. We're looking  
16 at the corridors around the State, and particularly my  
17 corridor from Los Angeles to Orange County.

18 We talked with the agencies that may be affected,  
19 the operations that may be affected, and bring them in and  
20 try and understand what their needs will be, what we should  
21 be looking at and what we should be doing to proceed with  
22 this program.

23 It is very important that we get comments from  
24 you, and the comments have to be recorded separately. And  
25 we have a court reporter if you want to give verbal comments

1 for the program.

2           The program you see is a State-wide program. What  
3 we are looking at is the L.A. basin right now, and we have  
4 two programs working here in Palmdale to L.A. and L.A. to  
5 Orange County. A third group is looking at the line from  
6 Riverside and out to San Diego.

7           We are running scoping meetings from the Palmdale  
8 line and for the Orange County line at this time. The  
9 environmental study, the leading agencies for this  
10 High-Speed Rail Authority and the California Environmental  
11 Quality Act, CEQA, and the Federal Railroad Administration  
12 of the Federal Department of Transportation for the National  
13 Environmental Policy. These are the lead agencies and these  
14 are the agencies that will take comments and follow through  
15 by making sure that the environmental process is followed.

16           Again, the system is a state-of-the-art,  
17 technology-proven system. It's a high-speed rail, steel  
18 rail/steel wheel used around the world. We are following  
19 with that tradition. It is proven safe; it's proven  
20 reliable. They're operating consistently throughout the  
21 world right now. We are the only industrialized nation  
22 without a true high-speed rail system.

23           Again, our program, the L.A. to Orange County,  
24 operates on what is called a "LOSSAN corridor." The Los  
25 Angeles/San Diego corridor which is the intercity commuter

8

1 rail corridor that currently has Metrolink trains and Amtrak

2 Surfliner trains. They stop at various stations throughout  
3 Orange County and serve all the way to San Diego, as far as  
4 Amtrak trains go, and as far down as Oceanside for the  
5 Metrolink trains.

6           What we propose to do on this route -- and that is  
7 defined in our programmatic Environmental Impact Statement --  
8 is on the corridor which we share with freight from Los  
9 Angeles to Fullerton, we will build an additional railroad  
10 track on that corridor; we're going to make that corridor  
11 into a four-track corridor. We will move the freight two  
12 tracks and the high-speed rail and Metrolink and the coaster  
13 service, the Surfliner service, will share the faster tracks  
14 in this corridor. That way, we'll get away from the  
15 conflicts between freight and passenger and improve  
16 operations of the passenger and the freight trains.

17           South of Fullerton we will be jointly operated on  
18 tracks that exist for Metrolink and Amtrak service. The  
19 entire system where high-speed rail trains will operate, the  
20 tracks will be grade separated. As you saw in the video, we  
21 showed Ball Road as being a grade separation, which part of  
22 our program to complete all the grade separations between  
23 Anaheim and Los Angeles.

24           The project that we have works off of what has  
25 been done to this point on a state-wide. We are looking at

9

1 specific locations. As I mentioned, like Ball Road, we have

2 to look at impacts on the businesses around there and the  
3 other environmental issues that happen on that road. We're  
4 looking from input from you of what we should be looking for  
5 at the these kinds of improvements. How should they be  
6 worked with the City? We will analyze alternatives, where  
7 appropriate, to the term of what would be the most easy  
8 thing to develop for these programs. And we will be  
9 developing station-site work.

10 We are very fortunate in Anaheim in that the  
11 people are already working on your center, major center  
12 here. We have worked with these people just recently gave  
13 what our needs were in the station and we will be developing  
14 that. And I would suggest that they are really -- we  
15 invited them here to ask them to come, they're joining us  
16 tonight, but they have a separate program on what they're  
17 doing for the master plan for transportation in Anaheim.

18 This is a list of the environmental issues that we  
19 will be looking at (indicating). This is a list which is  
20 from the CEQA and NEPA documents. This is what we are  
21 supposed to look at. But there are other things to look at.  
22 And we want to understand what your concerns are and what  
23 your needs are, so that we can agree on all those issues  
24 when we do this, to make it a good study.

25 The project will have no-build and high-speed

10

1 rail, two alternatives: In the video it was mentioned if we  
2 don't do this, what do we do? Well, technically, in a



3 no-build, we don't do anything. But you and I know, if the  
4 growth in California is going to go the way they're  
5 projecting, something will have to be done. We cannot stop.  
6 But in the analysis here. We will look at what we call  
7 "no-build."

8           The high-speed trains, we will have to look at  
9 access to the stations and working with ARTC will be an  
10 important issue in Anaheim. Also, any other stations we  
11 select on the line -- right now we have a station listed for  
12 Norwalk. The connectivity with other types -- one of the  
13 reasons for having a high-speed rail system working on the  
14 same practices or other types of service is we have a very,  
15 very tight connection that can work.

16           So you can take a Metrolink from a location to  
17 Anaheim, let's say, and transfer to a high-speed rail train.  
18 You can take an Amtrak train from a location which is not on  
19 a high-speed system, and transfer to it. We are an  
20 interconnected system.

21           In Los Angeles we're going to Union Station. Why?  
22 That's because that's where the transportation hub of the  
23 City is. In San Francisco, same thing, we are tying the  
24 systems together. We are the inter-city link in the overall  
25 transportation system of the State.

11

1           Power supply and engine requirements that are  
2 identified. Sources of these will have to be further

3 identified as the project goes on. The growth from the  
4 State is going to require more energy. We are a function of  
5 high-speed rail. It's a very efficient way of transporting  
6 people compared to using fossil fuels on airplanes, buses,  
7 cars.

8 The other thing is safety. It's been proven to be  
9 one of the safest forms of transportation in the world. So  
10 safety is an issue that we're going to address. But  
11 remember, it's going to be grade separated and separated in  
12 a secured right-of-way, so we won't have any -- the trains  
13 will have independent operation. Again, we're progressing  
14 through all the issues that we need to get this project  
15 developed. We're trying to develop the community support  
16 that we need to make the project move ahead.

17 The schedule is very tight. We are working on a  
18 three-year schedule to have the environmental project done  
19 for this particular corridor, have a record of the decision,  
20 and be able to start final engineering to do work. The plan  
21 is to actually get things constructed, start construction.  
22 It may be five years to point.

23 That is what we're doing tonight. We do solicit  
24 your help. Thank you for coming. And we would like to  
25 continue to talk to you this evening. So thank you, very

12

1 much, for coming.

2 MR. LEAVITT: I forgot that we've got Ronny Dyer  
3 here from Assemblyman Van Tran's office. Thank you for

4 being here.

5 And also I wanted to say that I really appreciate  
6 to the City of Anaheim for letting us use the facilities.  
7 And John Lauer with the City of Anaheim, thank you, very  
8 much.

9 And we'll go back to an open house and answer your  
10 questions.

11 (Meeting concluded at 4:30 p.m.)

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**Appendix - I**  
**Scoping Meeting Photographs**





**Pictures Taken at  
Anaheim Scoping Meeting  
April 11, 2007**









**Pictures Taken at  
Norwalk Scoping Meeting  
April 12, 2007**









**Pictures Taken at  
Los Angeles Scoping Meeting  
April 5, 2007**







Metro Scoping Meeting (4-5-07)





**Appendix - J**  
**Scoping Meeting Display Boards**





# Welcome



## Welcome to the California High-Speed Rail Authority's Scoping Meeting

***Bienvenidos a la Reunión de Ámbito de La  
Autoridad Ferroviaria de Alta Velocidad de  
California***





# What are High-Speed Trains?



- Intercity passenger trains operating at maximum speeds of at least 200 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
  - Successfully operating throughout Europe and Asia



*CHSRA Train Concept*

## *Other High-Speed Trains around the World*



*TGV, France*



*Shinkansen, Japan*



*Intercity Express, Germany*



# Benefits of High-Speed Rail



## Local Benefits

- **Elimination of Railroad At-Grade Crossings**
  - Safety
  - Reduced Traffic Delays
  - Reduced Noise and Pollution
- **Improved Metrolink and Amtrak Operations**
- **Promotes Smart Growth**
- **Local Connections**
- **Less Pollution**
- **Reduced Highway Traffic**
- **Decreased Fuel Use**
  - Energy Independence
  - Cleaner Air
- **Improvements to Existing Rail Lines**
  - Commuter Rail
  - Freight
- **Safety**
- **Sustainable Cities**
- **Economic Opportunity**
- **Local Jobs**







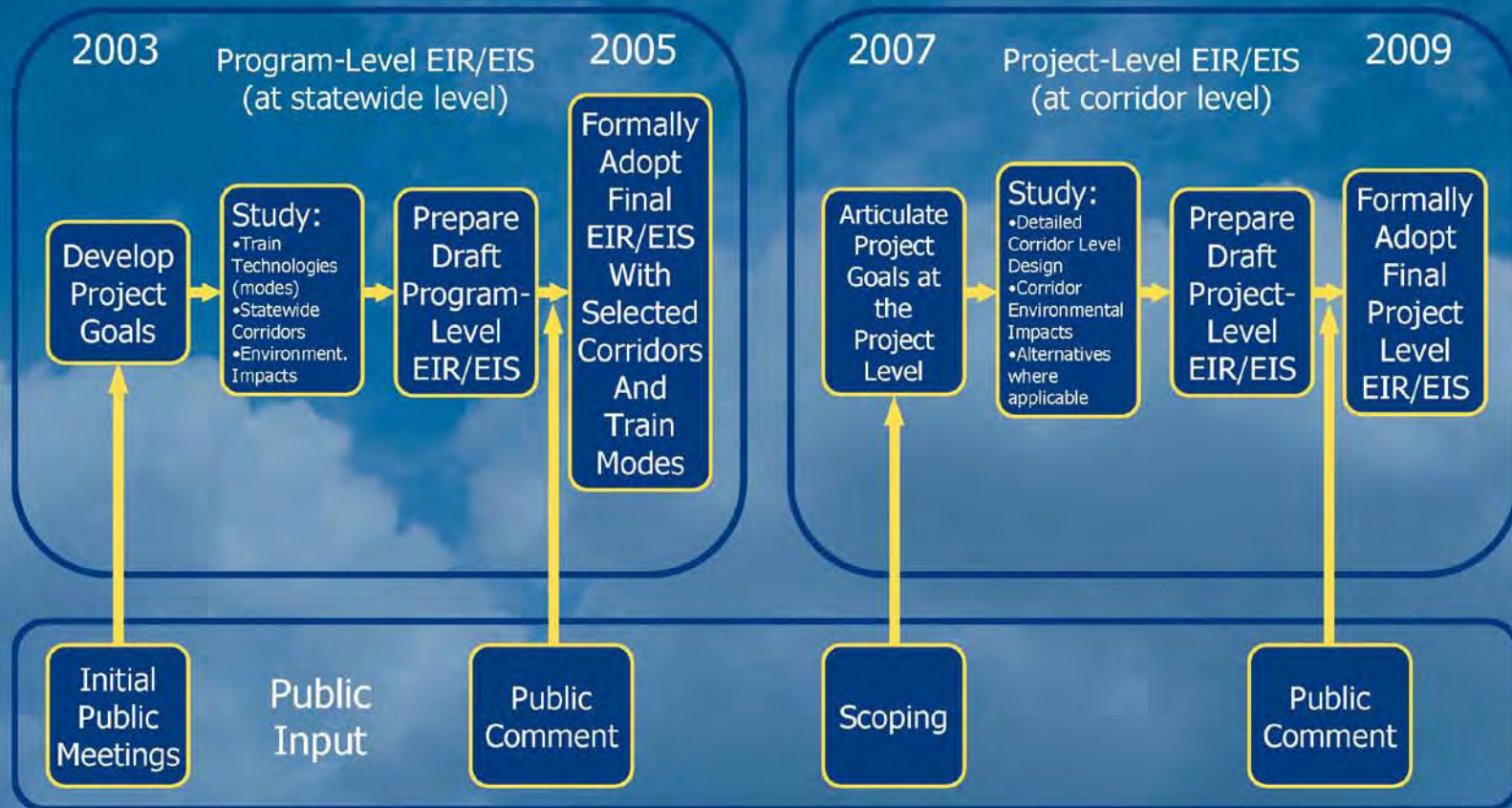
# Statewide High-Speed Rail Route



## Connecting:

- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- San Francisco Bay Area
- Sacramento

# Project Process







## Additional Efforts



- New Ridership Estimates (2007)
- Fare and Revenue Estimates
- Financial Plan
- Right-of-Way Preservation
- Phasing Plan
- Organization of Construction and Operation Contracts



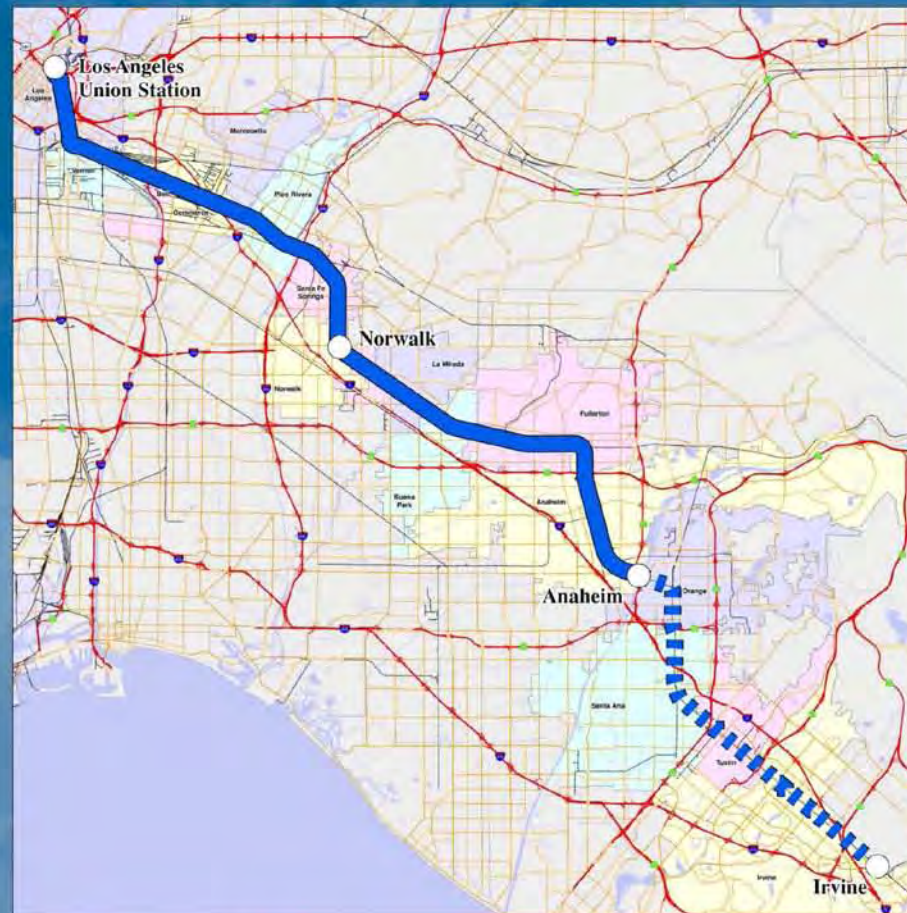


CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# Los Angeles to Orange County Segment Map



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**





# High-Speed Rail Stations



*Berlin, Germany*

## Stations around the World

*Lyon-Satolas, France*



- CHSRA Trains will stop at new or modified stations throughout California
- Most stations are sited near major activity centers, such as downtowns and airports
- Stations can encourage new development and redevelopment in surrounding areas
- Pedestrian and transit connections to station areas will be enhanced



*Anaheim*

## CHSRA Station Concepts

*Fresno*





# Anaheim Regional Transportation Intermodal Center



**Future Computer Simulation - Anaheim View**



**Future Computer Simulation - ARTIC**



**Existing Conditions - Anaheim View**



**Existing Conditions - Before ARTIC**



# Grade Separations



*Before*  
**Typical Underpass**  
*After*



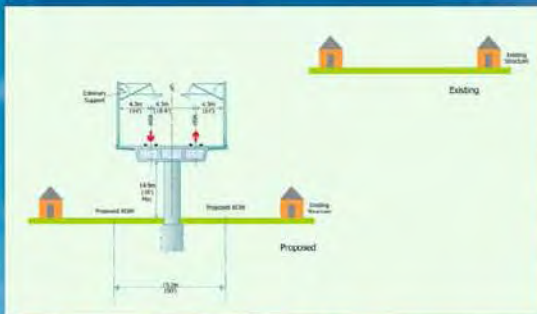
- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways



*Before*  
**Typical Overpass/Trench**  
*After*



# Typical Structures along Alignment



*Aerial*  
**Typical Structures**  
*Hillside Cut with Retaining Wall*

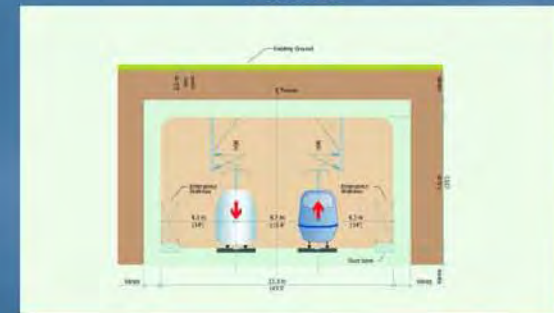


- Portions of the alignment will need special structures to fit into built environment

- Structures could include:
  - Aerial Structures (bridges)
  - Tunnels
  - Trenches
  - Hillside Cuts

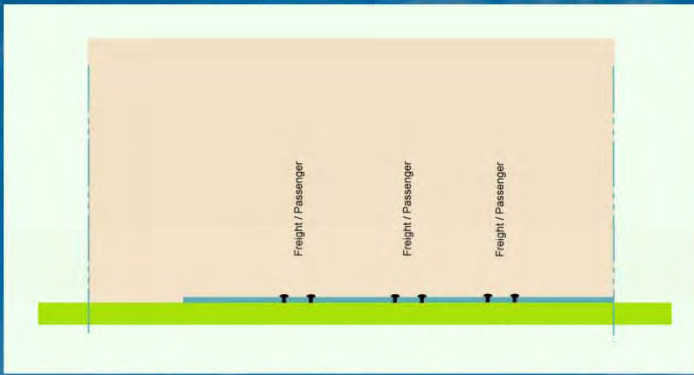


*Trench with Retaining Walls*  
**Typical Structures**  
*Tunnel*

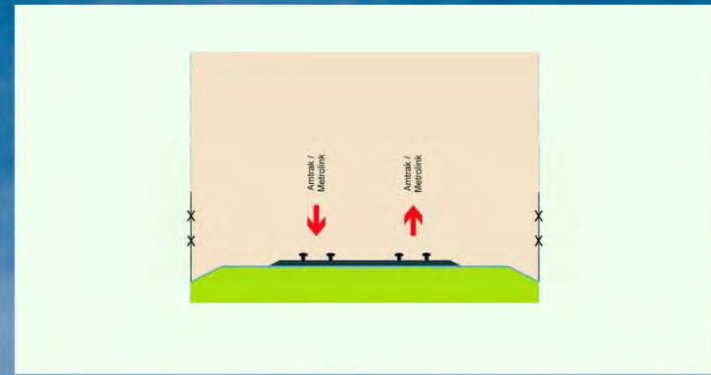




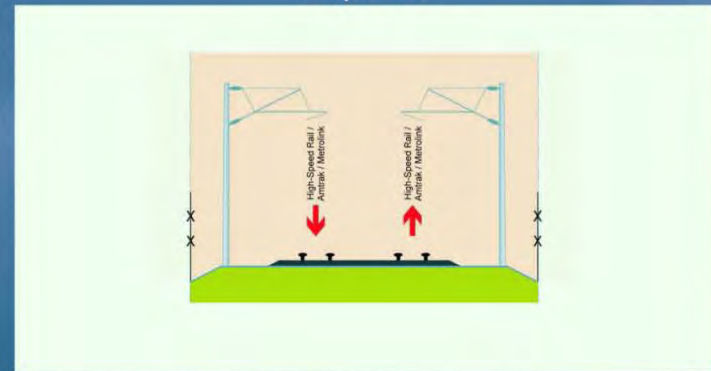
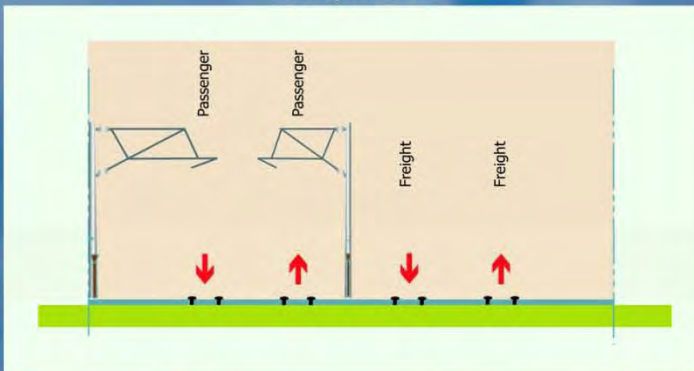
# Typical At-Grade Alignment Configuration



*Existing*  
**Typical 4-Track Configuration –**  
*Los Angeles to Fullerton*  
*Proposed*



*Existing*  
**Typical 2-Track Configuration –**  
*Fullerton to Anaheim*  
*Proposed*





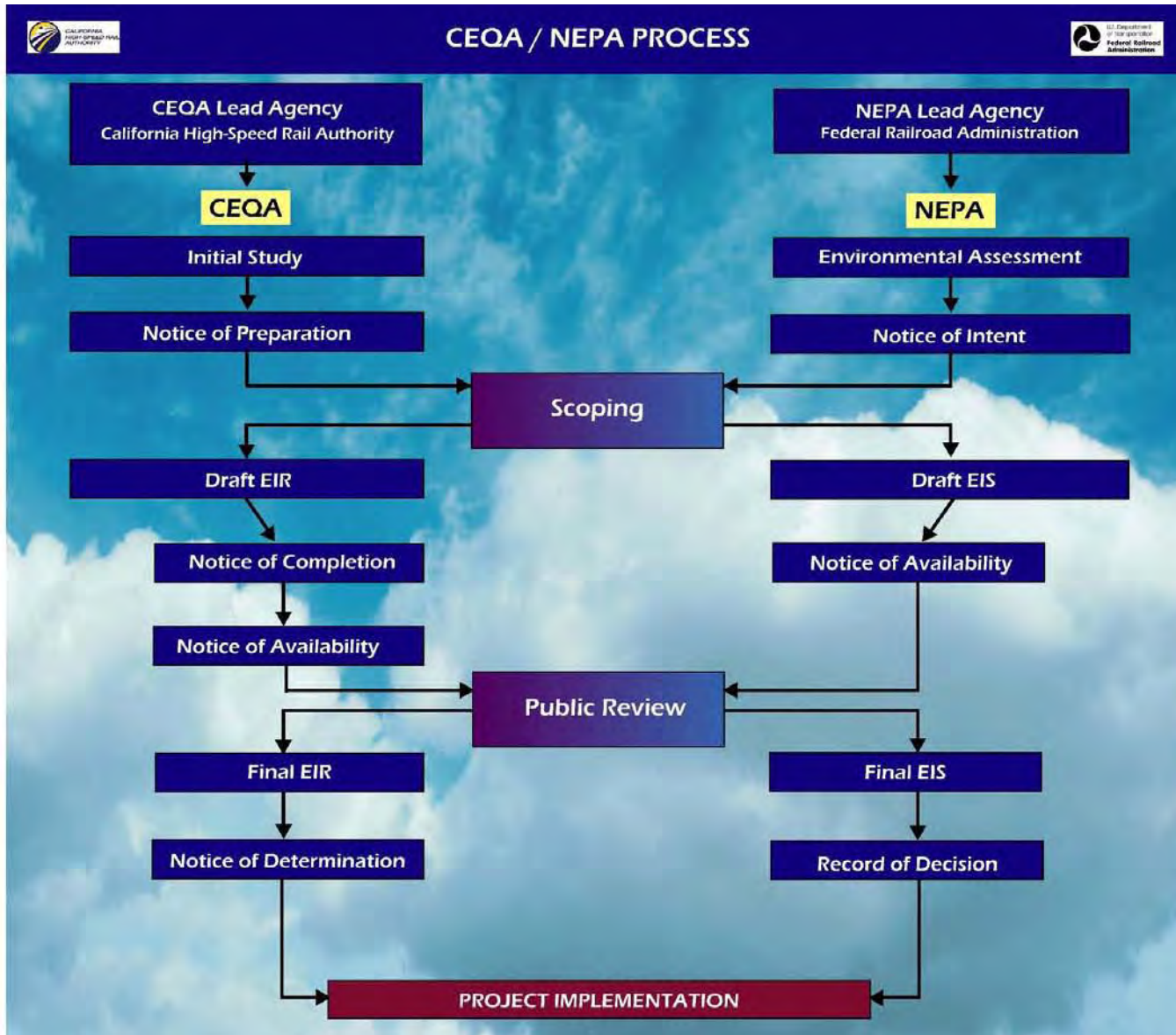
## Environmental Issues of Concern



- Agricultural Land
- Air Quality
- Biological Resources - Section 7
- Community Impacts/Environmental Justice
- Construction Impacts
- Cumulative Impacts
- Flood Hazards, Floodplains, and Water Quality
- Hazards and Hazardous Materials
- Historic/Archaeological Resources- Section 106
- Land Use, Development, Planning, and Growth
- Noise/Vibrations
- Parks and Recreational Facilities - Section 4(f)
- Traffic and Circulation
- Visual Quality and Aesthetics
- Wetlands/Waters of the United States - Section 104









# Environmental Process Schedule



PROJECT-LEVEL EIR/EIS TASKS	2007				2008				2009			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice of Preparation / Notice of Intent (NOP/NOI)	■											
Scoping (Public and Agency)		■										
Engineering and Environmental Studies		■	■	■								
Draft Environmental Impact Report / Statement (EIR/EIS)				■	■	■	■	■				
Public Circulation / Comment									■			
Final EIR/EIS										■	■	
Notice of Determination / Record of Decision (NOD/ROD)												■



## Comments



**Tell us what you think**

***Dinos lo que piensas***